

WEST COAST FISHERIES

Let's face the FACTS

ADVERTISING can make people want a product—but it cannot make them like it after they get it home. Advertising can send people to the grocery stores—but, once they are disappointed, it cannot make them buy again. Advertising can create new customers—but, only a good product can keep them sold.

The campaign for canned foods now appearing in newspapers all over the country, gives every promise of creating new business and moving canned foods now. But let's face the facts—it will not

be the success it can be, unless the advertising is backed up by *quality* all along the line.

It is vital that you impress upon your distributors the need for buying and selling *quality canned foods*—and no other kind. This campaign is an opportunity for building a canned foods business—not for tearing down. This is no time for cleaning out off-grade goods. This is a time for selling only what the advertising is featuring—canned foods of quality—the only kind that repeats.

NATIONAL CANNERS ASSOCIATION, WASHINGTON, D. C.



Fishermen's Packing Corporation

Everett

Canners of Puget Sound

Washington

SALMON

OUR
BRANDS

SOCKEYE

"Snowcap"

COHOE

"Olympic" — "Snow King"

PINK

"Ocean Spray" — "Waterfall"

CHUM

"Golden West" — "Golden Glow"

CANNERY:

EVERETT, WASH.

PLYMOUTH

SHIP BRAND MANILA ROPE



FISHING

CAPTAINS KNOW THE ROPES!

The Plymouth Cordage Company began the manufacture of rope in 1824, to supply the need of the local fishing fleet for a dependable rope that could be used for boat-gear as well as for fishing-gear. From that day to this, Plymouth Ship Brand Manila Rope has set the standard by which rope service is measured in the fishing industry.

Plymouth quality is no superficial claim. From the initial grading of the Manila fiber in the Philippines, through every detail of the scientific manufacturing process, Plymouth Ship Brand Manila Rope has the advantage of more than a century of rope-making experience, plus the determination to offer the buyer the most for his money in rope-value.

There's a Plymouth rope for every purpose — in every port. Trawl twine, pot warp, net rope, lobster twine, anchor cables, or purse lines — many types for many uses, but all of Plymouth quality! Fishing captains who "know the ropes" say you get the best when you buy Plymouth Ship Brand Manila Rope.



PLYMOUTH CORDAGE COMPANY
North Plymouth, Mass., and Welland, Canada

The Rope You Can Trust

Largest Manufacturers of Fish Hooks in the World



"The Better
your hook the
better your
luck"

1832-1932

Back Home Sooner with Bigger Catches

IN the thriving young Mackerel fish-
ery, just as on the big live-bait
Tuna boats, Mustad Hooks mean
quicker and better fares. The same
with Halibut, Mixed Cod, Sable or
Salmon.

Genuine Mustad Key Brand Fish
Hooks will hook more fish and stand
more pull. First in popularity all over
the world.

"Right in shape, temper and finish"

O. MUSTAD & SON
OSLO NORWAY

H. L. Bowlds, Agent
Mason Theatre Bldg., Los Angeles, Calif.

Mustad
Snapper Hook
No. 2
½ size

Mustad
Kirby
Sea Hook
No. 3
½ size

ADVERTISERS

□ □ □

A

American Can Co. 1
American Fisheries Co. 38-51
American Fisheries, Inc. 51
Assembly Hotel 4
Atlas Imperial Diesel Engine Co. 6

M

Main Fish Co. 44
Meredith Fish Co. 47
Miles Linen Co. 30
Mustad (O.) & Son. 4
Mutual Fish Co. 48
Mutual Supply Co., Inc. 42

B

Blumenthal, M. N. 51
Booth (F. E.) Co., Inc. 25
Brenner (J. J.) Oyster Co. 42
Brown Canning Co. 27

N

Northern Products Corp. 26

C

Campbell Machine Co. 38
Central Calif. Fish Co. 47
Central Fish & Oyster Co. 50
Clinch (C. G.) & Co. 32
Coast Boat Works. 34
Coast Electric Co. 38
Coast Fisheries 45
Cohn-Hopkins, Inc. 23
Cunningham (Allan) Co. 31

O

Oakland Fish Co. 47
Ocean Fish Co. 48
Oregon Fish Co. 45

D

Davis (John H.) Co. 31
Diesel Filter Co. 8
Dowden (Henry) Co. 46

R

Reeves, J. H. 45
Rule & Sons, Inc. 23

E

Ederer (R. J.) Co. 37
Elsworth, J. & J. W. 42

S

San Francisco Intl. Fish Co. 46
San Luis Fish Co. 47
Santa Cruz Fisheries 47
Seattle Glove Co. 40
Sebastian Stuart Fish Co. 53
Security Trust & Savings Bank. 30
Shockey Boiler Works. 38
Spaulding Inspection Bureau. 25
Standard Fisheries 47
Standard Fisheries Co. 48
Sunset Photo Supply Co. 23
Superior Sea Food Co. 50
Suttora (Frank) Fish Co. 48

G

General Fisheries Corp. 25
Gross (E. B.) Canning Co. 25

T

Tacoma Fish & Packing Co. 44
Tarr & Wonsan, Ltd. 33
Tubbs Cordage Co. 37
Turco Products, Inc. 33

H

Haines Oyster Co. 47
Halferty (G. P.) & Co. 19-70
Harbor Fish Co. 50
Hemphill Diesel Engineering
Schools 36
Higashi Fish Co. 46
Hiller, Paul W., M. E. 35
Horman, J. P. 48
Hovden (K.) Co. 54

U

Union (The) Ice Co. 30
U. S. Printing & Lithograph
Co. 27
Utopian Fisheries 26

I

Independent Fish Co. 48
Ingle Mfg. Co. 39-40
Isenberg, M. H. 50

V

Van Camp (Gilbert C.) Insur-
ance Agency, Inc. 22
Van Camp Sea Food Co., Inc. 24

K

Koulouris (A. K.) Co., Ltd. 42
Kruse (F.) Inc. 26

W

West Coast Oyster Farms, Ltd. 42
Western Calif. Fish Co. 25
Western Salt Co. 50
Willapoint Distributors, Ltd. 50
Woolsey (C. A.) Paint &
Color Co. 37
Wreden Packing and Provision
Co. 50

L

Larco (S.) Fish Co. 42
Lawrence (J. E.) & Co. 45
Linen Thread Co. 28
Long Beach Salt Co. 23
Los Angeles Fish & Oyster
Co., of L. A. 50
Los Angeles Fish & Oyster
Co. of S. P. 48

Y

Youngs Market Co. 50

Come to -
SEATTLE

Center of the
Greatest play-
ground of the
Northwest

The
ASSEMBLY
HOTEL

FREE GARAGE

Quiet location yet close to
Everything
RATES FROM \$1.50 PER DAY
Beautiful Dining Room and
Coffee Shop
FRANK C. MUNRO
Manager



IN THIS ISSUE

Contents Copyrighted 1932

M. W. ELEY

Publisher

GEO. ROGER CHUTE

Editorial Director

ELVERTON B. STARK

Editor

FORREST V. PERRIN

Advertising Manager

HOME OFFICE

151 Fish Harbor Wharf,
Terminal Island, Calif.
Telephone San Pedro 4890

EASTERN OFFICES

Wm. A. Wilson, Inc
415 Lexington Ave.
New York, N. Y.

C. B. Clark
6435 Stewart Ave.
Chicago, Ill.

RATES

Subscription Rates: \$2.00 per annum in the United States and Insular Possessions. Foreign Countries, \$3.00. Advertising Rates on Application.

Advertising forms close on the 25th of the month previous to date of issue. Copy for Advertisements or directions for changes must be in the Publisher's hands ten days before closing date.

WEST COAST FISHERIES is glad to publish all communications or articles which in the opinion of its editors are sufficiently meritorious to interest its readers, whether or not the views expressed in such contributions coincide with its policies. However, no responsibility is taken for statements made in signed articles prepared by others than the magazine's staff.

FEATURES and ARTICLES

We Can't Legislate Without Facts.....	7
Selling Canadian Pilchards.....	9
Feeding America	10
Halibut Vessels Busy.....	11
Salmon Brokers Adopt Code.....	12
Electricity Versus Fisheries.....	12
Fish-Pirating in Alaska.....	13
Roosevelt Charters "Magellan".....	15
Fishery Leaders	16
Problems of Purse-Seiners.....	16
Fishy and Otherwise.....	17

CANNERY REVIEW

Food Fallacies	21
Tuna	23
Sardines	25
Cured Fish and By-Products.....	26
Salmon	27

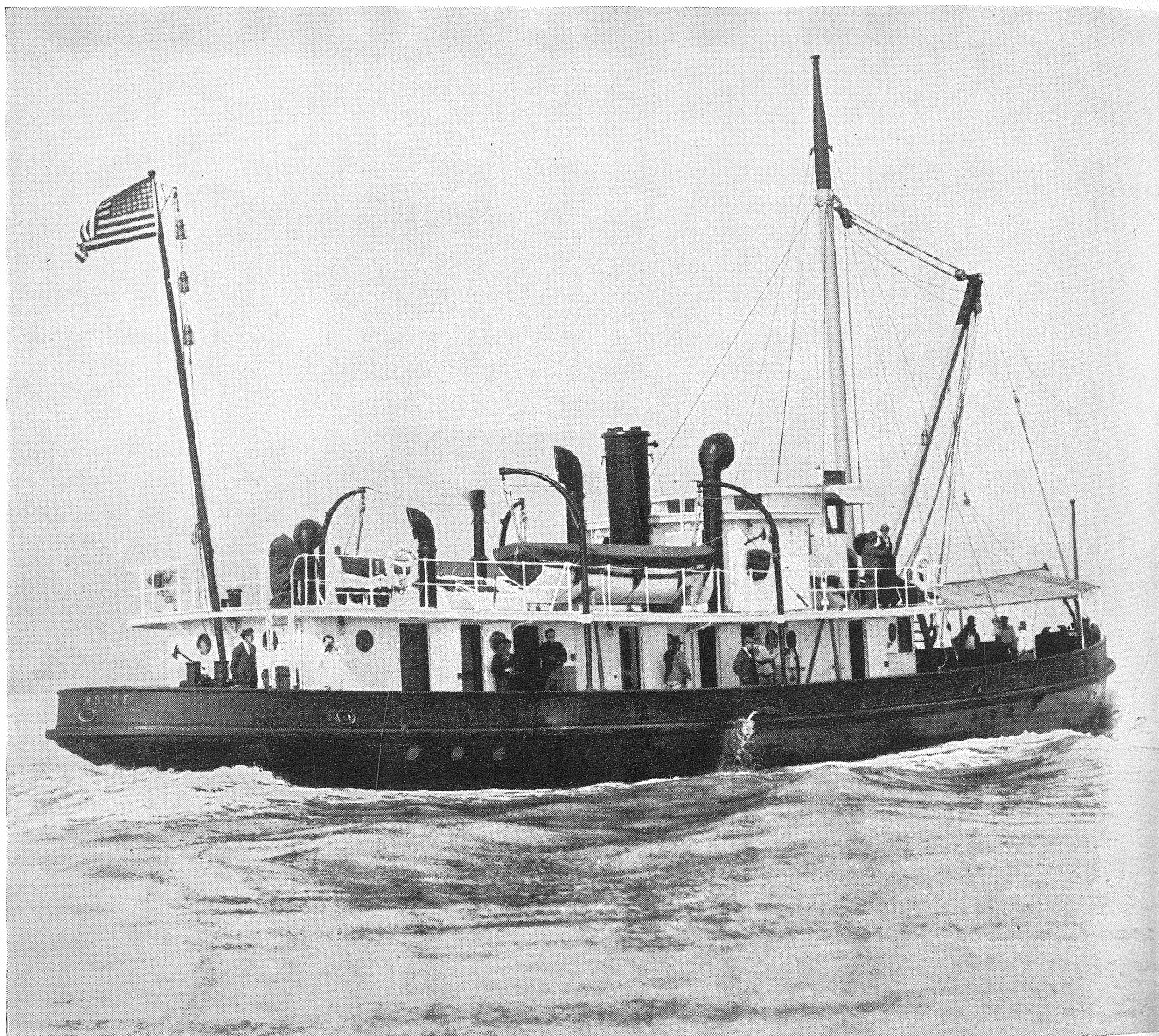
FISHERMEN REVIEW

Fishermen Assist Charity.....	29
Northwest	31
Northern California	32
Monterey	33
San Pedro	35
San Diego	39-40

FRESH FISH REVIEW

Ireland's Salmon Fishery.....	41
Shellfish	43
Northwest	44
Oregon	45
Northern California	47
Southern California	49

Recent Atlas Imperial Diesel Installation



U. S. LIGHTHOUSE TENDER "COLUMBINE"

Among the first of the Diesel-Electric lighthouse tenders built on the Pacific for the U. S. Lighthouse Service is the "Columbine". Two 200 HP, 6-cylinder, 4-cycle Atlas Diesels, with pistons of 9 x 10-1/2 stroke furnish the primary power. Driven by each engine is a 100 KW, 250 volt, d.c. generator, compound wound, with a 15 KW exciter. . . . As Atlas Diesels are continually chosen for one prominent marine job after another, all over the country, the often-repeated phrase of the Atlas Imperial Diesel Engine Company takes on greater and greater significance—*One Boat Owner Tells Another*. . . . Branches and distributors serve the entire country.

ATLAS *Diesel Engines*
ATLAS IMPERIAL DIESEL ENGINE CO.

EDITORIAL COMMENT



We Can't Legislate Without Facts

HOW WOULD YOU like to be a legislator? Suppose that you hailed from some inland crossroads and could not distinguish a rat-fish from a left-handed halibut, how would you like having to go down to the state capitol every two years and there assume responsibility for enacting intelligent laws regulating the utilization of the public fishery? Imagine your mental confusion, were you the Senator from Calxico, Yreka or Stovepipe Wells, on being assailed at Sacramento with furious argument and desperate pleading from a multiplicity of fishing factions, all frantically earnest?

One need not be gifted with prophetic vision to foresee another great political contest at the time of the next legislative session. It can be predicted that once again there will be violent disagreement relative to what policies should be pursued in utilizing California's marine resources, and especially in the case of sardines there will be several armies in the field, each storming the position of all the others. For example, it can be expected that the proponents of floating reduction plants will be present, contending for widened privileges. Oil and meal factories ashore will be struggling for a foothold, claiming that the pilchard resource is boundless, and in no way threatened by past or present fishing. Cannery men may be expected to oppose both classes of reduction men, and advance arguments against the reduction of any whole fish at all. Finally, there will be heard the voice of sport anglers who probably will want all sardine fishing stopped, or at least want large schooling areas closed to commercial fishing; they will insist with energy that sardines are being depleted, and that with the decline in this species the larger kinds which feed upon it also wane.

No-one can bring into question the sincerity of the representations made by each party. When a man's business, or his pleasure, depends upon his adopting a certain mental attitude, it usually is easy for him to convince himself of the virtue of his position. Reduction men therefore are prone to believe that sardines come pouring into California waters from all the distant seas, while on the other hand whatever sport angler fails to hook his Sunday barracuda or striped bass quickly deducts the trouble to be that the canneries have killed all the sardines upon which his sought-after game kind feeds. Heretofore legislators have had to listen to much unproven doctrine, and have had excited persons urge absurd theses which nobody could prove or disprove. There has been a lack of dependable information wherewith to reply to the wild opinions of partisans of whatever persuasion. One man's notions were as irrefutable as another's, and the job of the legislator was a delirium of trying to reconcile and satisfy a quarreling and ignorant constituency.

During about 10 years there has been quiet and persistent effort expended to fathom the sardine question. California State Fisheries Laboratory at Terminal Island has occupied itself with a careful investigation of sardine statistics, and has made deep progress into life-history studies. Little by little the facts are becoming known, and at last there is reason to hope that within a few more years there will be no doubt as to where sardines spawn, how the young mature, what the migrations of the fish are, what natural conditions govern their successful reproduction and what is the approximate extent of the supply. Having these facts in hand, it may become possible to discover when there has been an especially good spawning, and so predict several years beforehand the coming of exceptionally bountiful fishing.

We shall know, too, whether the fish we refrain from catching merely travel on to British Columbia, there to be seined by Vancouver Island reduction plants. We shall discover whether there is intermigration between our pilchards and the schools upon which Japanese are levying in the northern Nipponese islands. We shall know whereof we speak, and whoever leaps to his feet with some outlandish natural-history supposition will be laughed to scorn and silenced as a disturber of orderly government. The work of the state legislator then will be reduced to its elements, for all that will be required to settle mooted matters in the trade will be to call upon the Director of the Commercial Fisheries Bureau, requiring of him a digest of the proven facts, and an interpretation of these in the light of the subject under controversy.

Then if the canneries take more fish than is sensible and good business, the fact is not left open to opinion, but can be proven. If too severe seining is practiced in any one locality, that, too, may become evident. If sport anglers believe that sardine stocks are being depleted, and game fish thereby starved into quitting these shores, the truth or error of their ideas can be demonstrated, and if they are in the right, restrictions must be imposed.

Let us have done with this perennial battle at Sacramento. Instead of expending large sums of money in profitless contest, better to add greater impetus to the work of the laboratory, that its penetration into the problem may be expedited, and more information collected. The laboratory is the oracle of truth in this matter, and whoever shuns its ministrations convicts himself of false purposes. Anglers and commercial fishermen should support the research institution unitedly, for only with its help can the vexatious differences between the two factions be reconciled, and the future of fish-utilization put upon a friendly, fair, and co-operative basis.

NO
OIL CHANGE
for
5 MONTHS

Read the letter

Think of using your oil over and over again without *change* for 5 months in an engine working practically 24 hours a day! Figure the saving *you* could make with a SENTINEL filter on *your* engine. It's that filtration to .0001" that does the job—and you cannot get it with any other filter. Write *today* for further details!

Distributed by

Paul W. Hiller, M. E., 334
Broad Ave., Wilmington,
Calif., L. T. Critchlow
Marine Machine Shop,
Monterey, Calif.

SENTINEL
OIL FILTERS

Manufactured in Astoria, Oregon, by

DIESEL FILTER COMPANY

Honolulu Iron Works Co.
Manufacturers
Consulting & Contracting Engineers
Super-Pumers & Equipment
SOLE AGENTS FOR THE TERRITORY OF HAWAII
February 17, 1932

Diesel Filter Company, Inc.
Astoria, Oregon
Attention: Mr. L. B. Ryan
Gentlemen:

We received a letter from you under date of December 29th, 1931, in which you enclosed some literature covering the satisfactory working of your filters on several installations in the Pacific Northwest. You also were anxious to know what satisfaction we are getting from the filters we have in use in this Territory.

The writer just made a check on the performance of the last filter we installed, namely a size #20, Model 80-F-18, which was installed on a 200 HP, six cylinder, 325 RPM, Atlas Imperial Diesel Marine Engine. This engine is installed in the tug "M. COSTA", which is owned by the Hawaiian Breeding Company of Honolulu.

They did not make an oil change on this engine from August 13, 1931 to January 19, 1932, and inasmuch as the engine was on a very severe towing job, working 24 hours a day, they estimate that according to the log records, it worked approximately 3,168 hours without an oil change. When they did finally make a change, the oil was in excellent condition, and they could have continued much longer without the necessity of a change. The lubricating oil used, was extra heavy Valvoline Diesel Motor Oil.

It pleased us to pass this information on to you, as the result has been very gratifying to our customer, and to ourselves.

Yours very truly,
HONOLULU IRON WORKS COMPANY
By *W. H. H. H.*

RUE:IL

WEST COAST FISHERIES

From Alaska to Panama

Selling Canadian Pilchards



Plant of Nootka Packing Company, Nootka, British Columbia, producers of canned salmon and pilchards, and fish meal and oil.

NOOTKA PACKING Co., Ltd., Nootka, Vancouver Island, was the only British Columbia firm to produce any quantity of canned sardines during 1931. Since distribution of a goods must follow its production if the manufacturing agent is to continue in business, West Coast fish canners will be interested in the methods used to handle the Nootka pack of pilchards.

Nootka Packing Co. has enjoyed a long period of successful operation, according to its officials. It was established in 1917, those interested in its founding being W. R. Lord, Sam P. McGhie, Stephen Chase and J. O. Morris. Lord was named first president. Today J. J. Petrich heads the firm as chief executive.

Early Experiments

The cannery which was erected was designed to handle salmon. However, Lord and McGhie noticed the vast schools of pilchards which gather off Vancouver Island and, as an experiment, filled a few cans with them and shipped them out to brokers and distributive agents in various centers of population. To their surprise, the "new" fish was greeted with enthusiasm and in the following year (1918) the company put out a small pack under the "Snowcap" label of Everett Packing Co., Everett, Washington, in which firm several of the officers were interested.

Since that time the sardine pack has grown greatly in importance. Australia, New Zealand and other lands became interested in the fish and purchased large

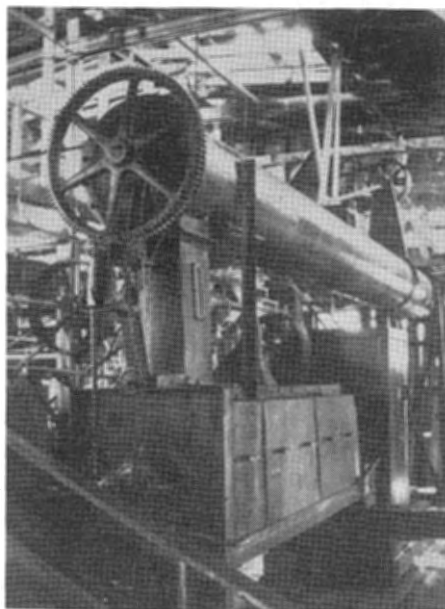
quantities. Canadians and Americans were slower to take it up, but soon learned to like its rich flavor and nutritive qualities. Of late the South Pacific market has been lost, due to competition

and poor business conditions, but it has been more than replaced by domestic demand.

Later Growth

Officers of the firm today are J. J. Petrich, president and general manager; W. R. Lord, vice-president; Sydney M. Rosenberg, secretary and salesman; L. L. Crosby, treasurer. In addition, Sam P. McGhie, president of Everett Packing Co., and Jack O. Morris, general manager of Fishermen's Packing Corp., (both Everett firms), are interested in the company. Since its founding it has branched out in a number of lines. Reduction of pilchards into meal and oil forms an important phase of its activities; one of the most modern installations made on the West Coast by California Press Manufacturing Co. is found in the Nootka establishment. In 1931, according to Petrich, this equipment produced more than 5,000 tons of meal and almost 750,000 gallons of oil, said to be the largest volume ever attained in the sardine reduction industry.

Purchase of Langara Fishing & Packing Co., Ltd., gave additional facilities to the fast-growing concern. The Langara organization, of which McGhie is president and Petrich manager, has canneries at Massett and Tow Hill, British Columbia, in which are produced salmon, crab



Left: Five-ton California Press Manufacturing Co. installation which set a record for production during 1931. Right: J. J. Petrich,



Right: J. J. Petrich, president of Nootka Packing Company.

and clams.

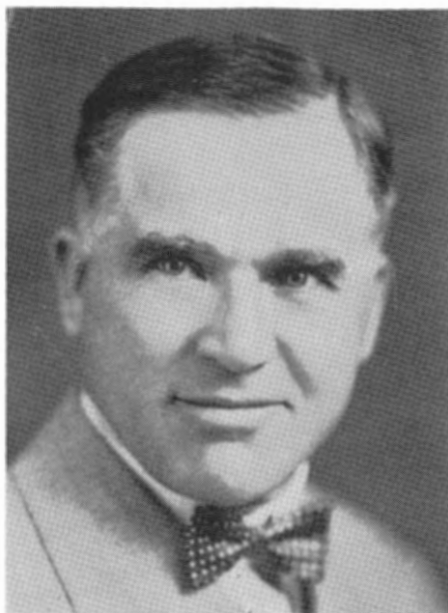
Advertising Program

To handle the production of these two firms during 1932 and in later years, a program of personal representative, combined with advertising in daily newspapers, has been outlined by the officers. It was given careful test in Everett, Washington, a city of some 30,000 population, and its success in that region, 30 miles north of Seattle, told those in charge of the campaign that it ought to work splendidly in Washington's largest city. Seattle therefore has been selected as the next city in which to introduce "Snowcap" pilchards. If the experiment again produces hoped-for results, the program greatly will be extended. It will be limited to the United States, however, since Canadian distribution is relatively complete.

The plan is to select cities which are key centers of food distribution and apply concentrated sales effort to these regions one at a time. To begin a campaign in one of these cities, a special representative of the firm first contacts jobbers and wholesale houses, telling them of his company's plans and obtaining their cooperation in introducing the "Snowcap" line. He also calls upon as many prominent retail grocers as time will permit. In some of the most prosperous retail sales districts he sends women demonstrators to serve sandwiches and salads made from Vancouver Island pilchards at key stores.

Advertising and dealer helps will be

used to back up the Nootka representative. Izzard Co., experienced firm of advertising technicians, has been retained to



S. P. McGhie, president of Everett Packing Company, Everett, Washington.

prepare and handle newspaper copy. Window cards and signs are being supplied

the retailers, to attract their customers' attention to the product. Recipe booklets, printed in two colors, are given them to distribute and also are being sent out from offices of Everett Packing Co.; these are titled "Sunshine from the Sea," and are intended to cause every housewife to prepare the fish in its most attractive forms.

Space and Appeals

The newspaper advertising begins with a three column, 8-inch display whose headline reads: "The pilchard—an imported sea food delicacy for your everyday table, at an everyday price!" Taste, solidity, richness in oils and health-giving qualities, appearance and adaptability are among the appeals in the first advertisement. Later, two- and one-column spaces are being used. In all of these the chief sales argument is that the pilchard is an imported delicacy but sells at a price which takes it from the luxury to the staple class. In line with this policy, retail prices have been fixed at 20 cents for one-pound talls and 15 cents for half-pound flats.

As soon as the Seattle campaign is completed, the company will select its next city and duplicate the program. In each metropolis in which this sales effort is expended, the special representative of the company who took part in the introduction of "Snowcap" pilchards will become manager for the company in that area. Nootka Packing Co. and Everett Packing Co. thus add an additional impetus to the sales enthusiasm of their distributive agents.

Feeding America

FEEDING THIS COUNTRY is quite a job. Most folks think that finding food—good food—for one family is quite a job. So, finding food for 26 million families can be called a real big job.

I have been asked to talk five minutes about an industry that furnishes one-fourth of all the food sold by each of the five hundred thousand grocery stores in the United States.

It is an industry that furnishes food for every member of the family—mighty good food—and not leaving out food for the baby and the dog.

For that chubby little fellow that rocks in your cradle, it provides the purest, richest of milk. For the lively young pup that wags its tail every time it sees the baby, it provides a wholesome, balanced ration.

It provides vegetables and fruits—fish and meats—soups and milk—each as fine as Nature can furnish it—as pure as science can make it—tasty, nourishing and wholesome—so that you and your children may eat with zest and grow in mind and body.

Do you guess what I am talking about? Well, my company made more than three billion cans for food last year.

I have been in Alaska and seen the gleaming salmon fresh from the sea packed in these cans—In California, and seen her beautiful golden fruits, preserved with all their flavor for you—in Wisconsin and seen thousands of her broad acres in choicest peas grown specially to be canned for American families. I have seen corn and tomatoes—sar-

H. W. PHELPS, president of American Can Company, has had long experience in the field of canned foods. Possibly no other man in the United States has had greater opportunity to study the packing industry than he. The following article, given by him as a talk over radio station WOR, therefore will be of particular significance and interest to West Coast fish canners.—THE EDITORS.

dines and tuna fish—olives and artichokes—in fact, most of the more than two hundred different foods that you can buy in cans—packed right where they grow or swim.

Do I eat these foods in my own home? Do I serve them to guests at our table? Well, Mrs. Phelps and I do it together—she serves them, and I pay for them. And they say we live well in our home.

Now let me tell you in closing why I have such confidence in canned goods. Some years ago a great scientist, Dr. M. J. Rosenau, Professor of Preventative Medicine and Hygiene at Harvard Medical School, was asked by the National Canners Association to determine scientifically if canned goods were good foods. Dr. Rosenau spent several years in exhaustive and expensive research work—buying the canned goods needed for study, right off the shelves of grocery stores, just as you might do, and giving them every known test of science that would help to answer the question. Then one day he said he was ready to give his

answer. It was a long answer which I will not read to you now, but I know you will be interested in this sentence of Dr. Rosenau's which summed up his discoveries. He said: "Canned foods are the safest foods that come to our table, because of the sterilization to which they are subjected in the process of canning." Other scientific men as distinguished as Dr. Rosenau have discovered that canned foods are as rich in vitamins, sometimes richer, than those same foods would be if you were to buy them raw and cook them yourself.

No industry should, in these enlightened days, share the task of feeding America, except with the aid of all the light which science can throw upon the foods which it prepares and offers to the American family.

I know the canning business, and I can tell you from a knowledge of 40 years in the gathering, that no industry in this country providing foods, utilizes the aid and guidance of science in behalf of the American family, to a greater extent than does the canning industry.

The canning industry has even gone further and of its own accord has invoked an amendment to the Pure Food Laws of the United States—known as the McNary Mapes Law—which is now in effect and which regulates the industry itself in the interest of your families.

What other food industry has done as much as this? And why did the canned foods industry do it? Because they know scientifically that they are right—and realize their responsibility in "Feeding America."



"Bernice," member of the Northwest's fleet of diesel-powered halibut schooners, carries an Atlas-Imperial

Halibut Vessels Busy

FLEETS of schooners operating out of Seattle, Vancouver, Prince Rupert, Ketchikan, Juneau, Sitka and Petersburg, as well as vessels from other Northwest ports, opened the season of halibut fishing on February 16. Although only a part of the entire flotilla of ships was permitted to sail for the banks in time to start operations on the opening day, and early deliveries therefore were small, prospects seem good for a successful year.

The first sale of fish on an exchange occurred at Ketchikan, Alaska, on February 18, when the mail ship "Fairbanks" brought 5,500 pounds in from Klawak. Jack Bailey, broker, put it up for sale and it was purchased by Jack Maloca of San Juan Fishing & Packing Co., Seattle, who sent it south, together with 500 pounds more, aboard the freighter "Oduna." It was delivered to Seattle retailers early the following week. Maloca paid 15 and 5 cents for medium and whale halibut.

Early Fares

Seward, Alaska, received its first halibut of the season on February 24, when Capt. Martin Seines brought in the "Portlock" with 10,000 pounds. He was followed by the "Pacific," "Seymour" and "Nordic".

Seattle, Washington, received its first trips on the same day. Five schooners brought in 67,000 pounds, which sold for 14½ and 10 cents.

Petersburg, Alaska, received its first fair-sized delivery on February 20 when the "Vesta" and "Raider" delivered 4,500 and 4,000 pounds respectively to Alaska Halibut Fishermen's Cooperative Association. The cooperative, whose formation was described in WCF for February, 1932, has headquarters at Ketchikan, Alaska. It is intended to aid fishermen in securing better and more stable prices for their fares, especially in times of glut.

Send Fish East

The fish exchange at Prince Rupert, British Columbia, held its first halibut

auction of February 22, when 33,000 pounds of fish were sold to Atlin Fisheries and Canadian Fish & Cold Storage Co. for 11 and 4 cents. Fares were brought in by the "Tramp", "Prosperity A." and "Melville". Previous to that time a few thousand pounds had been brought in by the "Gibson", "Teddy" and other craft. The first carload of halibut sent to eastern markets also passed through Prince Rupert, being shipped out on the "Bellingham".

Weather conditions in more southern waters—off Cape Flattery and vicinity—were reported to be favorable to fishing as the season opened, but in Alaskan territory winds, heavy seas and severe cold spells hampered fishermen. Many of the smaller vessels were forced to remain in port, and those which ventured out were severely tossed about. Rigging and gear were coated with ice and all operators suffered from the low temperatures.

Will Strengthen Markets

Plans now are being completed by members of Deep Sea Fishermen's Union of the Pacific and by Fishing Vessel Owners Association to stabilize halibut prices during 1932. The first step in their campaign was division of the fleets into two parts, only one of which was permitted to commence fishing on the opening date. They have under consideration limitation of fishing operations in times of low prices, thereby giving the markets time to recover. The proposal was made some time ago that the present closed season be abolished and that each vessel establish a period during which it would be non-active. The difficulty of making sure that each ship observe this agreement makes it of doubtful feasibility, believe many observers, but they agree that it would be desirable to make a change in present arrangements.

John P. Babcock, deputy commissioner of fisheries, reports that a Canadian research ship will be dispatched for the halibut banks during 1932 to make further studies of the fishery. "We have found out many things about the halibut during the past few years," he states, "but not half the story so far is known."

"There is no doubt that the halibut has been seriously depleted in recent years and there is no indication that the decline has been permanently arrested," adds William A. Found, dominion deputy minister of fisheries. "So far as they have proceeded, our investigations have given us a fairly complete knowledge of halibut in certain parts of the coast, but much work remains to be done, particularly in the southern area. It already has been demonstrated that stocks of halibut exist in the southern area comprising Hecate Straits and waters contiguous to Queen Charlotte Islands which are distinct from those found further west, and International Fisheries Commission will concentrate on that area in the future."

Regulations

Rulings of International Fisheries Commission for 1932 have been the subject of considerable comment among fishermen and fresh fish dealers. As was explained in WCF for February, 1932, the commission has divided fishing grounds into four areas, in two of which the amount of fish to be taken is limited. It is feared by many that this will cause the larger fishing vessels to catch a share of the fish on nearby banks and all of the fares from the more distant grounds, thereby greatly reducing the catches of smaller craft. However, it is pointed out that the larger ships do not fish steadily during the summer, and the small boats may take advantage of that time. It is probable that the fishermen's organizations will draw up some regulations to govern the actions of their members.

The commission also has provided that all five-tons-or-over halibut must be licensed. The ruling states: "All vessels of five tons net or over which shall fish halibut with set lines or bottom nets or trawls and all vessels which shall fish for halibut in any manner and which shall transport the same from one area as defined by the international fisheries commission to another such area for landing or for sale, must be licensed by the international fisheries commission prior to such fishing operations. This license

(Continued on Page 14)

Salmon Brokers Adopt Code

MEMBERS of Pacific Canned Salmon Brokers Association, which has its headquarters in Seattle, Washington, have adopted a code of rules for conduct of their business affairs. This program, it is hoped, will aid in stabilizing the salmon market and will result in increased profits for all.

Members of the association include: Anderson & Miskin, Ltd.; H. Bell-Irving & Co., Ltd.; C. F. Buelow Co.; F. J. Comeau & Co.; Cron & Dehn, Inc.; Ellsworth & Petersen, Inc.; Farwest Fisheries, Inc.; Griffith-Durney Co.; G. P. Halferty & Co.; E. H. Hamlin Co.; P. E. Harris & Co.; Kelley-Clarke Co.; McGovern & McGovern; Nakat Packing Corp.; Oceanic Sales Co.; Pacific Salmon Sales Corp.; Henry W. Peabody & Co.; Sergeant-Paup Company.

Rules adopted by the association read as follows:

1. **BROKERAGE:** Brokerage is a prescribed rate of remuneration for services rendered in getting buyer and seller together in full consummation of a sale.

2. **PAYMENT of BROKERAGE:** Payment of brokerage by members of this Association to domestic local brokers is payable only when sale has been fully completed as contracted for, including shipment, payment for and acceptance of goods.

3. **RATE of BROKERAGE:** Rate of brokerage paid by members of this Association to domestic local brokers shall, in any event, not exceed two and one-half per cent (2½%).

4. **BROKERAGE EARNED:** Brokerage is earned and therefore payable under any guise or form only to brokers performing services as such, and it shall

be deemed a violation of these Rules for the Conduct of Business for any member or members of this Association to pay brokerage directly or indirectly to any individual buyer, buying organization or



E. A. Sims, president of Pacific Salmon Sales Corp., member of the salmon brokers association.

buyer's representative whose organization as wholesalers, jobbers, or chain stores distribute Canned Salmon within the continental limits of the United States. If

the right of any concern to receive brokerage be in question or doubt, status of the same is to be determined by a joint committee of this Association and National Food Brokers Association.

5. **CONSIGNMENTS:** To avoid the evils of carrying packers' warehouse stocks and/or consigned stocks in the domestic market, other than in the primary salmon markets on the Pacific Coast, the members of this Association agree to absolutely discontinue the practice of making voluntary consignments or carrying warehouse stocks, except such items as are offered at a substantial advance over the prevailing f. o. b. Pacific Coast price, plus freight to destination. In the event involuntary consignment becomes necessary through rejection or other causes of like merit, all members agree to notify the secretary of this Association in writing within one week of the time such goods have been put on consignment, giving the size, species and quantity of the same; location of shipment and name of buyer to whom originally sold.

6. **REPRESENTATION — PACKERS:** The members of this Association shall deal only with such packers of Canned Salmon operating in Alaska and/or Puget Sound as market their output in accordance with the Rules of Conduct of Domestic Business of this Association.

7. **VIOLATIONS OF RULES:** Power to act and pass on any purported violations of any of the Rules of Conduct of Domestic Business approved and accepted by this Association is placed within its Executive Committee, and it shall
(Continued on Page 52)

Electricity Versus Fisheries

COLUMBIA RIVER'S fishery resources are in constant danger from electrical power development projects, according to a statement recently issued to the press by Hugh Mitchell, Oregon state superintendent of fish hatcheries. Mitchell urges that fisheries executives give careful consideration to every such proposal which might affect fishermen, canners and fresh fish dealers dependent upon the Columbia for their means of livelihood.

"I would call your attention to developments in the Columbia River Basin during 1931 which will have damaging effect on the salmon industry in the near future," he states. "Each year sees minor projects in one or two of the tributaries of the Columbia in the states of Oregon, Washington and Idaho, all of which contribute to the disappearing spawning area of this basin.

"The two major areas affected by power developments to which I refer are the spawning grounds of the Lewis River as a result of the Ariel project and all of the streams that have their sources in British Columbia, together with several important ones in eastern Washington, by the first actual harnessing of the Columbia River, known as the Rock Is-

land dam, near Wenatchee, Washington.

"No practical arrangement has been made for the passage of the important spring run in the Lewis River over the Ariel dam, and I regret to say that the entire run of last spring (unless a few escaped before the dam was closed) has been entirely wiped out. Built in the original unit at Ariel is a permanent fish trap, and in the event that this device operates successfully, the fish, both spring chinook and steelheads, can be dipped up and liberated above the dam and thereby permitted to reach their destination and complete their mission.

"I am not afraid of the resulting seaward migrants passing down over the dam, in view of the fact that the intake of the turbines is at sufficient depth to offer no attraction. There will always be an overflow, as it has been determined that fish pass out of the river during flood stages, whether due to heavy rains or snow run-off.

"The thirty-five million dollar dam that is being completed at this time near Wenatchee is provided with two magnificent fishways each 10 feet wide and with a grade of one foot rise in 10 feet. It was agreed upon at the Seattle meeting that a third fishway will be immediately con-

structed as soon as it is possible to determine the point at which the adult salmon in their effort to ascend will congregate. While every provision has been made in this dam, the enormity of the structure both in length and height may more or less conceal the lower entrance of these fishways.

"After repeatedly investigating the upper reaches of the Columbia basin, I am fully convinced that the escapement of salmon in the river during 1931 was much heavier than in any of the three former seasons. At that the fish culturist found it extremely difficult to make collections of eggs, in view of the fact that low water stages obtained, interfering with the ascent of fish until late in the fall.

"The rivers have been generally unmanageable since the rains began, permitting vast numbers of fish to escape over the racks, more or less reducing the winter's collections. It has been a year of extremes, insofar as water stages are concerned. It is to be hoped, however, that the drought is ended. Water shortage has adverse effect on fish life.

"Quoting the United States Commissioner, Henry O'Malley: 'Hatcheries cannot do it all' but their intelligent operation is essential for the perpetuations of our valuable runs of salmon."

Fish-Pirating in Alaska



"Uganik," a cannery tender typical of those used in the Northwest's salmon fishery. Owned by San Juan Fishing & Packing Co.; powered with a 145-hp. Sterns gas engine.

FISH PIRATING, the practice of taking salmon from traps and barges without the knowledge of the owners, is said to have become a fairly common practice with the commencement of the Twentieth Century. It enjoyed considerable popularity in the days before and shortly after the World War, but gradually died out during the last decade. In the early days there was no law against the procedure, since it was declared that canneries did not own the land on which their traps stood and therefore could not prosecute anyone who got their fish first. In 1927 a law was passed which made it grand larceny to steal from traps, thus eliminating this argument. Other factors which have contributed to the decline of the "industry" are augmentation of government inspection services and patrol boats, and reduction of the number of firms operating, due to consolidations, thus making it easier to watch traps.

Pirating was not limited to taking fish from traps, for many companies lost tons of salmon from their scows as a result of the attentions of fish pirates. An excursion of this nature is described by an old-timer in the game, who since has turned to more legitimate activities.

A Veteran's Story

"One night we slipped out of Ketchikan at dinner time to take a look about", he says. "At 9 p. m. we sighted the * * *, belonging to the * * * Packing Company. It was a tender and had two scows in tow, both loaded with red and pink salmon. They were full to the top of the sideboards, the first being about 1,000 feet behind the towboat and the second 150 feet further back.

"By 10 o'clock fog set in; at 11 p. m. it was so thick that almost nothing could be seen. We were in a 55-ft. tender, powered with a 30-h.p. gas engine. The tender towing the scows had a diesel, which was pretty badly overloaded and making a lot of noise. We cut our power down as low as possible and crept up behind the second barge, making fast to it on the port side near the stern. My partner pumped out on the scow, ran around the edge and moved the trap-light from the

stern to the bow. We did not expect to be noticed, because we scarcely could see the light on the forward scow, but we had a white pilot-house and weren't taking any chances. These lights, by the way, are worth \$25 apiece and are a source of profit, although we did not take this one.

Transferring Fish

"In the meantime I had shut off our engine and, seizing an axe, jumped aboard the scow too. I pried off the channel-battens which supported the binboards, after which we set to work shoveling and kicking the fish down our hatch into the

hold. We got 15 tons, which filled the hull and left some on deck, and there still was about half the load left on the barge. After replacing the light on the stern, we cut loose and let the * * * Packing Co. tender pull away from us in the white stillness; the last we saw of it was the second scow, listing heavily to starboard and looking as if some big waves had broken the sideboards and washed off the fish that was missing.

"After the * * * had been hidden by the fog for some time, we started our engine and headed for Ketchikan, although we didn't know exactly where we were. We had been working so hard (we were both wringing wet with sweat) that we hadn't paid any attention to where we were going. Pretty soon we got ourselves located and went around the other side of Tree Island and down Tongass Narrows. We had a fairly fast boat, so we beat the * * * in by about 20 minutes and were almost unloaded at its own cannery before it arrived. We made \$200 apiece on the haul.

"We pulled off deals similar to that plenty of times. I used to make \$25 or \$30 additional by sorting out the kings (the canneries didn't give us any more for them than for any other species), loading them on a troller and having the captain of the vessel sell them to some mild-cure station. That year several men were convicted of grand larceny and sentenced to McNeil's Island penitentiary, but we didn't have any trouble."

"Borrowing" from Traps

The most common method of fish-pirating, however, was to get the fish directly from the traps. This practice was much easier and considerably less haz-



Removing salmon from a trap similar to those described in the accompanying article.

ardous.

"We had five traps to which we had access", declares another grizzled veteran of the salmon racket. "In all of these we had 'greased' (bribed) the watchman there to let us 'borrow' some of his fish. The standard rate was \$20 to \$25 for a new man, since inexperienced fellows were dumb and didn't know what to charge, and as little as possible from those who had been in the game for some time. Watchmen are changed every year, which hampers permanent relations but increases the number of newcomers and cuts down the overhead. We found it best to have agreements with these watchmen in advance.

"We worked it this way: We'd have some friend of ours approach a watchman and say, 'Brother, you're dumb to be working for a measly hundred dollars a month when you could be getting into the real dough. Why don't you get wise to yourself and make some money? I can introduce you to a fellow who will be a lot of help to you.' Then he'd bring the trap-man over to one of us and we'd make an agreement.

Warnings from Watchmen

"One of the watchman's main duties would be to warn us when it was safe to come in. He used various signals: a light in his house on the beach or on the trap; using two hooks for the trap light—high meant safe and low meant danger; a shirt hanging on the line; there were dozens of such trick signs. We had to change them all the time, because the canneries had small patrol boats which kept an eye on activities of their men.

"Another job of the trap-man was to see that we got most of the fish. As soon as enough salmon had come from the hearts into the spiller (which is the closed area in which the fish is stored until taken to the cannery) to give the tender a short load and thereby satisfy the cannery, the watchman closed the hearts and kept the rest of the fish in them. Cannery officials became suspicious if there were a large load one trip and a small one the next, but when the fare was

somewhere near the same each time we were fairly safe. The tender crews were all hired help who weren't paid to think, and they never bothered to look into the hearts, but simply emptied the spiller and then went on. As soon as the tender left, the watchman opened the hearts, signaled to us that all was well, and turned in. That was to protect himself—if we were caught pirating, all the company could do to him was criticize him for sleeping.

"We usually started out from Ketchikan in the middle of the day, getting to Lord Island (the first in Alaskan territory) about dinner time. Then we went to Cape Fox and from there started up the coast, going from trap to trap until we got a load. When we approached one of our 'places of business', we tied up to the headlog right by the spiller. The watchman always had the latter pulled up for us, so that all we had to do was brail fish into our boat. When we got our load, we put the money for the watchman in some place agreed upon in advance (as in the pan placed under the light to keep dampness out, or some place near or in his house) and left under cover of darkness, showing no lights. Watchmen always insisted upon pay in advance, as they didn't trust pirates, which was natural.

Avoiding Capture

"We didn't have many close calls. Once we had the 'Cygan', United States Coast Guard cutter, follow us for a week, but we kept right on doing business. The crew members knew we were up to something, but we gave them the slip each night, mainly because the 'Cygan' was a slow boat.

"When a watchman was under close surveillance, we used another trick. We furnished him with an old piece of seine in the shape of a big pouch, with a purse-line around the top. When he had a good lot of fish in the spiller, he seined up a net-full and fastened the take in by pulling on the purse-line. Then he tied the net to a big keg, dropped the spiller and pulled the net out of the trap. When he turned it loose, it drifted down the coast with the tide, where, after it had gone a

mile or two, we picked up the keg, brailed the fish out of the net, hauled it in and went on our way. This was a fairly common practice and was well known to canneries, but they couldn't do anything about it."

Another Racket

"Fish-pirating is only one way to make money with a salmon boat", states still a third former Alaskan who likes to tell stories about "the good old times". "I knew a fellow in Ketchikan who cleaned up about \$20,000 on a deal in liquor with a 55-ft. tender which he owned.

"One day this fellow, whom we'll call Bill, learned that another chap, named Walt, had borrowed \$8,000 from his sister-in-law on his personal note in order to bring a load of whiskey in from Prince Rupert. The stuff was to be placed in a cache near Ketchikan. Bill 'dynamited' (or, as they call it in the states, 'hi-jacked') the whole load, carrying it off in his boat to another hiding place. When the note came due, Walt couldn't pay it, and his sister-in-law was frantic. Then Bill arrived on the scene and offered her \$6,000 for the paper, a sum which she accepted eagerly.

A Good Profit

"A year passed. During that time Bill had secured judgment on the note but never had collected on it, because he knew that Walt didn't have anything. In that time, however, the other man gained title to business property worth \$30,000. Bill threatened to seize this if prompt payment of the note, with interest, was not made at once. To protect himself, Walt had to meet the obligation, thereby giving Bill a profit of several thousand dollars on the note and a lot more on the whiskey. His victims were afraid to do anything to him, although they suspected him of the whole affair, both because they were disobeying the law when they brought in the whiskey and also because he was known to have killed at least two men.

"When last I heard of Bill, he was married to a fine girl, had given up his former ways, gone into business and become a respected citizen."

Halibut Vessels

(Continued from Page 11)

shall be issued without fee by the customs officers of each government or by international fisheries commission representatives, and each such vessel shall at all times carry this license, which license shall at all times be subject to inspection by authorized officers of either government or by representatives of the international fisheries commission.

"The license must be validated before departure or clearance is allowed from port of last entry prior to each fishing operation for which statistical returns are required. This validation shall be by customs officers or international fisheries commission representatives and shall show that statistical record and return as provided in these regulations has been made for all landings since the issue of the license or the last validation, and shall show the area or areas cleared for. A new license may be issued at any time by the officer accepting statistical return, who shall forward in each case the old license to the international fisheries commission.

"Statistical return as to the amount of

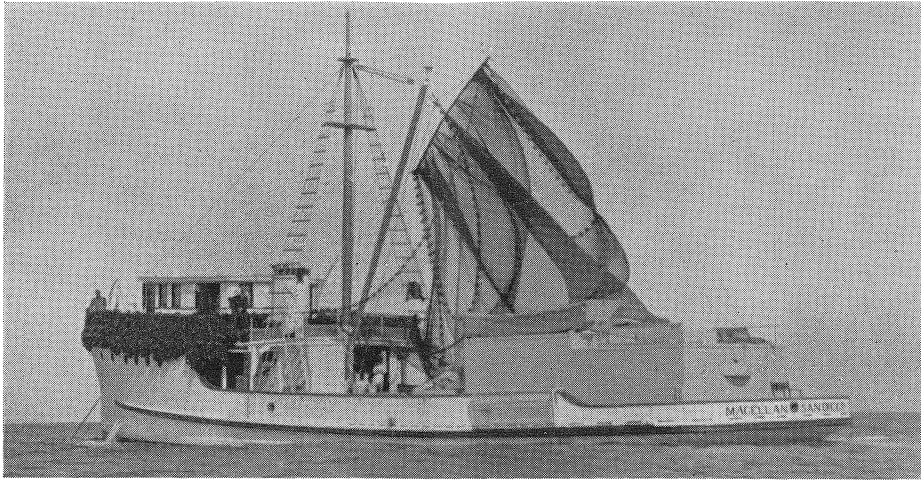
halibut taken during fishing operations must be made by all licensed vessels within 48 hours of landing, sale, or transfer of fish, or of first port entry after these fishing operations. The return must state the amount taken within each area defined in these regulations. The total return must equal the weights as receipted for by dealers or buyers. The master, operator, and/or any other person engaged on shares in the recorded operations may be required to certify to its correctness to the best of his information and belief and to support the certificate by a sworn statement. A copy of such returns must be forwarded by the customs officer to the international fisheries commission at such times as the latter shall require.

"The master or operator of any vessel which shall operate for the capture of halibut in more than one statistical area as defined by these regulations or shall transport halibut from one such area into or through another shall keep an accurate log of all fishing operations, including therein date, locality, amount of gear used, and amount of halibut taken in each such locality. This log record shall be open to inspection of authorized representatives of the international fisheries commission. The master, operator, and/

or any other person engaged on shares in the recorded operations may be required to certify to its correctness to the best of his information and belief and to support the certificate by a sworn statement.

"When required for purposes of the treaty all persons, firms, or corporations that shall buy halibut from fishing vessels shall keep and on request furnish to the international fisheries commission records of each purchase of halibut, showing date, locality of purchase, name of vessel purchased from, and amount according to trade categories."

Chairman Davis of the merchant marine and fisheries committee of United States House of Representatives on January 20 introduced a bill whose purpose is to make more drastic efforts to enforce provisions of the American-Canadian halibut convention adopted in May, 1930. Davis' measure would establish patrols with power to seize vessels believed to be violating halibut regulations, and thus would make more effective present efforts to conserve the fishery. The bill was reported upon favorably by the merchant marine and fisheries committee and was praised by Henry O'Malley, United States Commissioner of Fisheries, and by other governmental fishery officials.



—Photo by Kermit Roosevelt.
The "Magellan" drying its nets while on the cruise to Baja California for which it was chartered by Kermit Roosevelt and his party.

Roosevelt Charters "Magellan"

KERMIT ROOSEVELT, big-game hunter and international sportsman, recently decided that he wished to investigate the reputed abundance of wild life in Baja California, Mexico. Interesting a number of friends in the project of making a sportsmen's cruise along the shores of the desert peninsula, he looked about for a suitable vehicle of conveyance. Attention being directed to the tunacruisers "City of San Diego" and "Magellan", he elected to charter the former, but it happened that the ship still was at sea, fishing, when the time came for making departure, so "Magellan" was obtained instead. Both vessels have luxurious quarters aboard, and are the most handsomely finished of all fishing ships.

Extraordinary preparations for the convenience and ease of the party were made. "Magellan" was taken to the yards of San Diego Marine Construction Company where ladies' toilet facilities were installed forward; new mattresses and bedding were brought aboard; steamer chairs and new radios were procured and a special reading lamp installed in every bunk. Electric heaters were placed in all staterooms to be occupied by passengers, a special chef was shipped, fancy foods were obtained from an up-town specialty grocer, and 15,000 gallons of San Diego city water was poured into the ship's bait-tanks so as to insure a bountiful supply for purposes of bathing. Card tables, magazines, motion picture cameras. An 18-foot motorboat was chocked-up on the bridge deck and a light skiff added to the equipment. Twenty blocks of ice were placed in the hold—these for use in preserving trophies such as big game and record-size fish. Capt. José Januari ("January Joe") was retained as master, and seven men enlisted as crew. Among these was James L. ("Jim") Rouchleau, crack fisherman from Capt. Guy Silva's crew on "Emma R. S."; Jim went along to show the party where to hunt and how to fish, he being about the best guide to be found on the coast. Frank H. Reed, world traveler and authority on sport fishing came aboard with between \$3,000 and \$4,000 worth of fishing tackle—trunks and trunks of it. This completed the outfit, for Jim Rouchleau had brought with him

an arsenal of shotguns and sporting rifles.

"Magellan" having been made ready, Kermit Roosevelt and wife, Kenneth D. Dawson and wife, and Hancock Banning took up quarters aboard. Vincent Astor and wife were supposed to join the party, but unexpected happenings prevented their making the trip. At the time of sailing Capt. Oakley J. Hall was present to bid the expedition godspeed, and to deliver into the arms of the ladies a great sheaf of American Beauty roses.

Vacationing afloat was wholly appropriate, for all the guests were shipping people. Roosevelt is head of Roosevelt Lines as well as being a director in International Mercantile Marine, Panamá-Pacific, and other shipping groups. Dawson, who resides in Portland, Oregon, is head of State Steamship company (Oriental trade), Quaker Line (intercoastal, through the Panamá Canal), and is a director in United States Lines (owning "President Harding", "President Coolidge", "Leviathan", etc.) which is one of the largest shipping firms in the world and includes within it the elements of Capt. Robt. Dollar's organizations. Hancock Banning is a financier, descended from the famous family of General Banning, founder of the California city of Wilmington and formerly owner of Santa Catalina Island.

Itinerary of the cruise included a brief stop at Ensenada, after which the ship proceeded to San Quintín, where large flocks of ducks and brant were seen, but none were brought down because of their extreme wariness.

At Turtle Bay they failed to get bait but caught many big cabrilla and groupers, and obtained lobsters and abalones from native fishermen. Proceeding to Magdalena Bay, 150 scoops of big anchovetas and sardines were seined; the Roosevelts took a native guide and went inland for deer. The Dawsons and Banning caught a boatload of small fish. Owing to rough weather outside, tentative plans were amended to the extent that no stops were made on Southern Cross Bank, Todos Santos Bank or San Juan Bank. Continuing to Cabo San Lucas the sea was found alive with marlin swordfish, and in one hour the Roose-

velts hooked and lost a fish apiece and Mrs. Roosevelt landed one weighing 165 pounds. The Dawsons and Banning took a tub of live-bait in the skiff and caught a lot of king dolphin, yellowfin tuna, grouper and other abundant sorts.

At Cabo San Lucas the local customs officials discovered what seemed to them serious errors in the ship's papers, so the vessel was moved to San José del Cabo, where a settlement of the matter was undertaken. Here the Mexicans indulged in the old Spanish custom of placing an armed guard aboard the ship, and confining all persons aboard except Roosevelt and Dawson. These went ashore to treat with the local officials, but were unable to reason with them until the only remaining remedy seemed to be appeal both to Washington and to Mexico City. Finally a fine was imposed upon the craft, and this amount of money having been extracted from the distinguished visitors, "Magellan" was permitted to proceed.

Considerable cruising within the Gulf then was done, and many marlin caught and photographed. Motion pictures were made of commercial tunafishing operations, the crew getting into action on San Lucas Bank. La Paz was visited, and there the governor entertained at a dinner ashore. The party was urged to stay over one day so as to attend an imminent fiesta, but departure was made for Tiburón Island, where it was hoped to find the Ceres Indians. No aborigines were seen, but unprecedented fishing was had, 70 cabrilla, sea bass and groupers being caught on spoon-hooks in two hours of trolling. Reed estimates that the catch weighed between 700 and 1,000 pounds. Proceeding to Kino Bay the Indians were located, and there Kermit Roosevelt, who is a skillful photographer, made motion pictures of the Ceres in all of their native arts, ceremonials, and observances. In consideration of beads, cigarettes, colored candy and safety pins, pictures of totuava fishing were had, Dawson being chief trader. Mrs. Dawson's zipper sweater was the appalling mystery which fascinated the entire tribe. It was learned that Mexican fish-buyers pay the Ceres one-eighth of a cent per pound for the totuava catch!

Fishery

ROMOLO RADOS, master shipwright, descends from a long line of maritime men. The early origin of his family is obscured by centuries of unrecorded time, but household legend recounts the participation of his forebears in all sorts of oceanic pursuits. His great-grandfather was a seafaring man; his grand-father was a ship builder and structural engineer who took part in excavating the Suez Canal; his father was a master carpenter who had charge of a shipyard during all the vigorous years of his life.

The Rados family seat was in Lussin Piccolo, Province of Istria, Kingdom of Austria, not far from the famed seaport of Trieste. Lussin was a place where the townsfolk occupied themselves exclusively with shipbuilding, there being six construction yards in the village of only 12,000 people. Romolo was born on September 5, 1862, completed his brief schooling in 1874, and worked in the shipyard of Frané Rados, his father, until 18 years old. He had a part in fabricating many sailing vessels, for the sturdy construction of which the place had renown.

In 1879 Romolo signed articles aboard



Romolo Rados

the Austrian bark "Elpia", and sailed to New York as ship's carpenter. During his subsequent 3½ years of service he gained promotion to second mate's berth,

Leaders

and might have continued had he not been seized by Austrian military authorities and impressed into naval service. During 4 years and 15 days of compulsory duty he made a 22-month circumnavigating cruise in a training ship, and gained much information about distant places in the world.

Discharged from the navy, young Rados migrated to South America in 1886, landing at Buenos Aires. There he became a specialist in railroad bridge construction, and in that capacity travelled all over the continent, meanwhile gaining a mastery of the Spanish language. At the expiration of 3½ years he returned to Austria, where for 12 years he was foreman in charge of iron ship construction in the royal navy yard at Trieste. There he gained experience in building battle-ships, and other fighting craft.

In 1897 Rados again went to sea, this time as carpenter and second mate aboard a steamer whose master was a boyhood friend. After a 20-months' cruise he re-entered the navy yard, where he continued working until 1903. At that point he suddenly determined to emigrate to the

(Continued on Page 52)

Problems of Purse-Seiners

*As told to WCF by Jack Repanich, secretary,
Purse-Seine Fishermen's Association*

PURSE-SEINE fishing vessels on Puget Sound number approximately 230, according to latest available figures. Of these about 75 per cent are members of Purse-Seine Fishermen's Association of Seattle. The average value of each seiner is \$15,000, making a total investment in vessels of close to \$3,500,000. An average of eight men is employed on each ship, making the fleet support close to 2,000 families, not taking into consideration the oil companies, ship-building firms, supply houses, engine companies, lumber yards, paint manufacturers and other organizations to whose prosperity the fishermen contribute.

The average catch of the purse-seiners during 1931 was 60,000 fish. Returns from the sale of their catches were divided into shares, the ship receiving one, the net one and each member of the crew having one. During the season, the yearly earnings per man averaged approximately \$200, while the vessel owners suffered an average loss of \$2,000. Fish which had sold for 45 cents each in good times were valued at 6 and 7 cents each during the early part of the year and tumbled to 3 cents each when the new pink pack reached market and broke in price.

From this information, it is clear (1) that purse-seine fishermen form an important group among Northwest fishing fleets and (2) that they need and deserve consideration whenever plans for remedying the situation are considered.

The most commonly-proposed plan for

bringing relief to the salmon industry is curtailment. It is believed by some that if the pack is reduced until an actual shortage of fish occurs, prices will rise and become firmer and the business will be able to get back on its feet again. Perhaps this may relieve certain phases of the industry, but fishermen and vessel owners will not share in the benefits. Their investments and taxes continue regardless of conditions, and curtailment, instead of cutting down in their expenses, reduces their incomes.

Since closing down canneries will not be of any assistance to fishermen, they see only one other alternative—increase in consumption of salmon. Were this to be accomplished, canneries could lower their overhead per case by increasing production; purse-seiners would be able to dispose of all their fares at fair prices; supply firms and others interested in this fishery would see the prosperity of those actually engaged in production reflected in their own increased returns.

Curtailment has been tried in other industries, and has not been notably successful. On some occasions such a program has been forced upon enterprises through falling off in necessity of the product. Lumber, for example, has been replaced by steel, concrete, brick and other materials in various uses. But food is a commodity for which there can be no substitute, and it therefore should be possible to sell it. It seems wise to urge expansion of the industry rather than its abridgment.

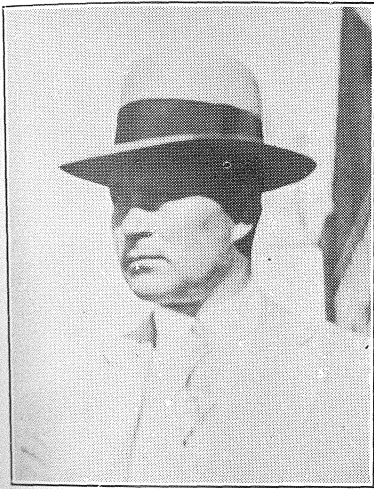
Purse-seine fishermen believe that every person who participates in the fisheries industries, either directly or otherwise, should pledge himself not only to aid in keeping the business in a healthy state but also to encourage its expansion. They believe that this result can be obtained by advertising; other commodities which already are securing a large percentage of their potential consumption are reaching out for still greater sales volumes. Why should not an enterprise which is doing little more than scratching the surface increase its distribution in the same manner?

This is a time when constructive methods should be adopted rather than such plans as curtailment, which will have an unfavorable reaction toward the industry. Had the fishing industry reached a point of development equal to that of certain other American occupations, closing of canneries would be inevitable, but fishermen believe that consumption of canned salmon greatly can be increased before a point of saturation is reached.

The purse-seine operators are satisfied with all present laws insuring conservation of the natural resource upon which they are dependent. They believe in the integrity of the canners with whom they do business, and have confidence in the future of the salmon-packing business. Their only request is that they be permitted to continue catching and selling fish, in order that their children may go to school, that they may own their own homes and support their families in accordance with American standards.

FISHY and OTHERWISE

STUART C. THOMPkins, formerly sales-manager of Troyer-Fox Manufacturing Co., Seattle, and later export manager in the New York City offices of Continental Can Co., has been appointed West Coast salesmanager of the Continental firm. Working with him on the coast are Sam B. Irvin and J. M. Quenell, Los Angeles; James L. Collins, San Francisco; R. H. Lee, Seattle.



JOHN N. VITALICH, San Diego merchant who heads Chesapeake Fish Company, will one of these days be able to put on his felt slippers and smoke a reflective pipe in retirement, for he has two able sons about to climb into the administrative boots to have a whack out of the fish and lobster business. Both John Vitalich, Jr., and Nicola Vitalich are class mates in the St. Augustin school for boys. The elder of the two is a two-year letterman in basketball, and a one-year man in football. The two brothers have taken the college-preparatory course, and both will be graduated this coming June.

The interesting fact relative to the Vitalich sons is that both boys are intimately familiar with every phase of the fish and lobster trade. Since they were seven years old they have worked in their father's market every evening after school. They can carry on wherever their father leaves off, so it seems reasonable to expect that Chesapeake Fish Company has extreme longevity of normal life.

WILLITS J. HOLE, California yachtsman, recently returned from a trip up Amazon River in South America with stories of how the natives take fish by intoxicating them and then "catching them while they are happy". Members of the party aboard the yacht "Samona II" learned that the Indians throw into the water a shrub which deposits an oil and causes the fish to become unconscious. As the marine life rises to the surface, the natives capture sufficient for their needs.

L. H. C. PHILLIPS of Vancouver was re-elected president of British Columbia Fishermen's Cooperative Association at the meeting held during middle February. Other officers chosen at that time were Gordon S. Cooke, vice-president; E. Rousseau, general manager; H. M. Leach, secretary-treasurer; H. Martin, S. Malm and T. Ide, directors.

HENRY O'MALLEY, United States Commissioner of Fisheries, states that in 1931 there were 220 stream guards and special employees and nine chartered boats, manned by 12 persons, engaged by the United States Bureau of Fisheries in patrol and fisheries law enforcement in various districts in Alaska. These special temporary employees were stationed as follows: 110 in southeastern Alaska, 19 in the Seward-Katalla district, 10 on Cook Inlet, 30 in the Kodiak-Afognak district, 4 at Chignik, 8 in the Alaska Peninsula district, 36 on Bristol Bay, and 3 in the Yukon-Kuskokwim district.

Five of the chartered boats were operated in southeastern Alaska, 2 in the Seward-Katalla district, 1 on Cook Inlet, and 1 in the Shumagin Islands region. There were 67 stream guards who furnished their own launches—54 of whom were in southeastern, 12 in central, and 1 in western Alaska.

Fifteen special employees were engaged in scientific work—3 on herring and 12 on salmon investigations—the work being carried on mainly in southeastern and central Alaska.

In addition to the foregoing, 12 statutory employees and 15 bureau vessels, manned by 53 men, were engaged in fishery protective work. These, together with the temporary employees and scientific investigators, make a total of 312 persons and 24 vessels, apart from launches, identified with fishery protective work in Alaska in 1931, as compared with 317 persons and 25 vessels so employed in 1930.

CUCUMBERS are described as a new type of refrigerating device by Refrigerated Food News. According to this publication, someone on a Detroit newspaper claims that a cucumber always is one degree cooler than the surrounding atmosphere. Therefore, he asks, why not cool our houses—or our foods—with cucumbers?

He advises distributing cucumbers liberally about the living quarters on mantels, bookshelves, etc.

When the temperature of a room is 80, that of the cucumber will be 79. They will absorb the heat, bringing the room down to 79—and meanwhile will themselves drop to 78. This could go on to any temperature you like.

At least it could, but the wag warns of danger attending their use. There is, he avers, no means of turning off a cucumber.

"I once knew a man," he says, "who went to sleep one hot August night with a bushel basket of cucumbers in his room, and when he woke up next morning he was frozen to death."

GUY H. SHARRITT has joined C. F. Buelow Co., Inc., Seattle salmon brokerage. The organization, a member of Pacific Canned Salmon Brokers Association, has arranged to serve as exclusive distributor for a considerable number of salmon packers of the Northwest.

MAURICE BRENNER, manager of Sea Pride Canning Co., Monterey, celebrated Leap Year day in bed, and was faced with the prospect of confinement in his home for a considerable period of time as a result of a fall from a bridge. Brenner suffered a compound fracture of his left leg, and therefore temporarily is "out of commission".

GEO. D. CHENOWETH, president of Rogue River Fishermen's Union, Gold Beach, Oregon, sends in his subscription to WCF with the following comment: "I think WEST COAST FISHERIES is a darn good magazine and I wish you all success".

J. H. REEVES, Portland merchandise broker, states that the winter season on the Columbia was not a particularly good one. "Right now a few fancy Columbia River royal chinooks are showing in the river, with less than normal run of steelheads," he states. "Columbia River smelt, or eulachon, are much later than usual and until after the middle of February only gillnet-caught smelt were being taken. For some unknown reason the fish was not going to its usual spawning grounds in Cowlitz River or Lewis River.

"However, business is looking up in Portland, and collections are nearly normal.

"The oyster trade has been demoralized most of the season and will continue to be for some time, as the growers on Willapa Bay do not seem to be sufficiently organized to protect themselves. This has caused some of the growers to make an effort to get all they could out of the present planting with apparently no regard for the future of the industry. It is generally conceded that next season will see a different condition. I believe that growers must in some way do a better job of marketing or they will all go out of business."

PETER RASK, who built a number of the vessels now used by San Diego fishermen, once again has become interested in this work. He has taken charge of his old plant on the waterfront and is engaged in repairing market craft and other small boats of which San Diego is the home port.

CHARLES E. STARR, Prince Rupert fisheries executive, returned to his home during the latter part of February after having spent the winter in California. He was accompanied by Mrs. Starr.



WILEY V. AMBROSE, president of Westgate Sea Products Co., San Diego tuna factory, returned to his offices at the end of February after a trip of several weeks to eastern and southern cities. Wiley visited distribution centres throughout the country, took in the canners' convention, saw the Mardi Gras at New Orleans and kept exceedingly busy during the entire trip.

DAVE CAMPBELL, executive of Campbell Brothers, San Diego, denies that this ever happened, but a good many others declare that it's true, so WCF is relating it for what it may be worth.

It seems that a passerby discovered Dave in the water out in front of his busy shipbuilding yards struggling desperately to keep his head above the surface. "Shall I throw you a life-preserver?" shouted the man, perceiving his plight.

"Noo, noo, get a derrick," returned the almost-exhausted Scotchman. "My rowboat is sinking, an' if ye don't hurry up, I'll have to let go of it."

CHRIS MOE, head of Superior Fish Co., Seattle, left on January 13 for a selling trip through Oregon. Previous to the time of departure Chris had been suffering with an ailment in his right eye, but no sooner had the doctor released him than he set sail southward in his Franklin.

CHARLES B. JAHNKE, director of engineering for Fairbanks, Morse & Co. for some time, has resigned his position, it recently was announced. Jahnke is a well-known diesel engineer, and is a former vice-president of Society of Automotive Engineers.

OTTO ANDERSON was able to report, when he returned to Alaska after a trip of a number of weeks down the West Coast to Mexico, that he was unable to find a great deal of difference in weather conditions wherever he went. Anderson is a salmon trap-owner, and he returned to the North to prepare for the coming season.

SAUL BAKER, president of Central Fish & Oyster Co., has a youthful member of his family of whom he doesn't think any more than he does of his eye-sight. The other day, according to a friend of the family, baby swallowed a 50-cent piece, and Saul was quite anxious about it. At noon he called up and asked: "How's the baby?" "No change yet," sadly replied the mother.

CAPT. TOM BAGALINI, veteran lobster-transporter of San Diego, has proven to all observers that he not only is an excellent vessel master, but is a first class business man as well. On February 5 he left San Diego in his car, and drove straight through to San Francisco, where he sold 500 boxes of lobsters the first day. Tom is well known in the City of the Golden Gate, where his reputation for sincerity and fair dealing make him a welcome comer. On February 11 the skipper left Stockton, and drove straight through to San Diego, arriving at 11 o'clock that night. Nobody who hadn't spent 30 or 40 hours at a stretch fighting a ship's wheel would care to undertake such a grind.

JOHN F. MEEHAN, who for 30 years was chief guide of the old Portland Fish Co., Portland, Oregon, has established a new wholesale fish firm in the city by the side of the Columbia. Meehan disposed of his interest in Portland Fish Co. somewhat more than a year ago and started Grand Fish Co. in the new Grand Central Public Market building on the city's East Side. Now he has sold the Grand organization to Stanich & Gates of Oregon City and has returned to the West Side to rent the front portion of the premises once occupied by his former wholesale firm. Dudley Turnacliiff and associates have vacated that building and now have their headquarters facing Ash Street on the waterfront.

The new firm has been christened Meehan Fish Company. Its quarters are somewhat smaller than those Meehan occupied when head of Portland Fish Co., but they have been remodeled and brought up to date and now are said to be supplied with every necessary equipment.

P. LORENZEN of Royal Fish Co., Prince Rupert, British Columbia, visited Ketchikan, Alaska, during February, to discuss halibut conditions with fish buyers stationed in the Alaska city.

K. HOVDEN, president of the Monterey and San Diego canning firm which bears his name, operated his more northern plant during the latter part of February in production of his fancy quarter-oil pack of fish. The season for regular sardine operations closed February 15, but packing of the small-sized cans is permitted during the spring.

HOMER A. NAISMITH, salesmanager for Willapoint Oysters, Inc., Seattle, announces appointment of distributors in San Francisco and Los Angeles. Hereafter San Francisco sales will be handled by San Francisco Willapoint Oyster Distributors, headed by J. Guiss and A. Modica. In Los Angeles International Provision Co., interested both in retail and wholesale activities, has been selected to act as exclusive distributor for the Willapoint Pacific oysters.



with you and tell you that four out of every five patients on whom we perform this operation die. Before I give you ether is there anything I can do for you?"

"Yes, if you don't mind," responded the fisheries executive. "Help me on with my shoes and pants."

MRS. CHARLES FELLER, wife of the well-known fresh fish distributor of Marshfield, Oregon, has a much more extensive vocabulary than many of her neighbors, because she not only speaks English well but also has excellent command of French and German. So talented a linguist is Mrs. Feller that many Marshfield residents come to her to receive the benefit of her training in this respect.

CAPT. S. IKUCHI, Japanese vessel master of San Pedro, recently sold his sardine boat and commenced preparations for a visit to the place of his nativity. Late in February he called upon Bismarck Houssels, production manager for Van Camp Sea Food Co., Inc., to say farewell. Ikuchi said that he expected to spend three or four months in Japan. Houssels warned him that once within the territorial jurisdiction of the Island Empire, the Imperial Government might seize upon him and make use of him as a reservist in the Nipponese Navy.

CHARLES LORD, secretary of Northern British Columbia Fishermen's Association, reports that his organization has a new branch in Prince Rupert, composed of halibut fishermen who formerly belonged to Prince Rupert division of Deep Sea Fishermen's Union of the Pacific. The union recently closed its Prince Rupert headquarters.

EGBERT WHOOZIS, Portland's famous and faithful whale, still occupies a place in the news of the day. After two slayers of the animal finally had obtained possession of its carcass, they took it to a garage and left it to soak in a tank of formaldehyde for two weeks. They then proceeded northward towards Seattle, intending to pass through various towns and cities enroute. Before they left Portland, however, their plans almost came to naught when an unknown person, or persons, sneaked into Egbert's chamber and attempted to spirit him away—if one can do that to a whale. The culprits were caught in the act and frightened away, so Egbert still is in the possession of his harpooners.

WILLIAM TIMSON again will serve Alaska Packers Association as president, for he was re-elected to that post at the annual meeting of the San Francisco organization held late in January. Other officers named at that time were R. I. Bentley, chairman of the board of directors; L. E. Wood, C. A. Iversen, B. R. Hart, A. K. Tichenor, vice-presidents; W. D. Motts, secretary-treasurer; Timson, Bentley, Tichenor, Motts, Hart, Wood and Robert M. Barthold, R. L. Pratt, A. M. Lester, J. K. Armsby, Balfour D. Adamson, Frank B. Anderson and Henry F. Fortmann, directors.

TAKEJI TATSUKAWA, nephew of N. Tatsukawa of International Marine Products Co., Inc., was a guest of G. Ogawa and other ranking officials of the Los Angeles branch of the extensive Japanese firm on the occasion of his arrival there late in February. The young man was making a circuit of the globe, and stopped off in Southern California to observe methods of transacting business prevalent there. He is a graduate of the Japanese Imperial University of Kyoto—the finest educational institution in all the Insular Empire—and has a serviceable command of excellent English.

CAPT. TOM BAGALINI, master of "San Antonio", lobster-transporter of San Diego, established new records for retrieving Mexican lobsters during the month of January. He made two successive round trips to the lobster camps at San Hipólito and Abrejos in a total of 11 days running time—the period usually required to make just one such expedition.

Leaving port January 16 he was back again with a load on January 21. On January 22 he put to sea again, and commenced the second fast run. Walter Oliver, of San Diego Lobster Producers' Association, chalked up "San Antonio" for an expected return on February 1, but on the morning of January 28 Tom was back at the wharf again with 20,300 pounds of "bugs".

"Prettiest lobsters I ever saw," declares Oliver. "All of the load ran 80 to 90 per box, and Tom got them here so quickly that all were scrambling around actively, in the best of condition."

"San Antonio" is 65' x 17.5' x 5', carries 350 crates of 100 pounds of lobsters each, is powered with a 100-hp. 4-cyl. Fairbanks-Morse semi-Diesel, and logs 10 knots, loaded. The vessel serves 19 different camps along the Baja California shore, between Turtle Bay and Punta Abrejos.

DEAN B. JOHNSON, naval architect and superintendent of San Diego Marine Construction Company, long has suffered from a suppressed desire to behold the rolling flood of the chocolate-colored Colorado River. Through a chance imparting of this confidence to Mrs. Johnson, it came to pass that the domestic chariot was bluffed into functioning, and D. B. J. & Co. sped gayly over hill and dale, Coloradoward.

But there's many a stein along the Line, and somehow all roads lead to Mexico, so it happened that Dean found himself in El Centro, then in Calexico, and finally somebody was singing "Mexicali Rose" to him while he sagely wiped his chin. The argument then arose as to how to wind up a pretzel, and it developed that the way to call a cop in Mexico is to yell: "Poley-see-yah!"

Anyway, Mexicali is a bum place, and it ain't fur to Algodones, and w'ile there's life there's hope, etc. So what was commenced at Mexicali was finished at Algodones, where the situation and conditions are lots better, anyhow.

But why do things by halves? It's only 10 miles to Yuma, and thereby rolls the Colorado. So the one-unit caravan once again got under way, and although the cussed bridge could have been a lot wider, Yuma was gained in triumph.

Funny thing about Yuma—the town's hot as blazes and the whole place is full of tall, silent Hindus wearing black turbans. That in itself seems weird enough, but when they all turn out to be big Yuma Indians, somehow it seems a blessing to be bald, says the ship-designer.



One of America's **Exceptional** Food Products

The success of SHOW BOAT Salmon must always be measured by the satisfaction it gives its friends. Every feature of its production and every phase of its sale has been built around a sincere desire to contribute to the enjoyment and health of every person who eats the product. It is one of Alaska's splendid salmon, taken when at its best. Skillful handling makes it possible to bring to you all of its excellent fresh flavor. It is vacuum packed under the watchful eye of a master canner in a clean modern plant. Sterilized in the sealed can, SHOW BOAT Salmon comes to you just as fresh and sweet as when it was taken from the clear, deep, Alaska waters. The price is reasonable and within the reach of everybody. We guarantee that each can will give satisfaction. In all, we try to so well please, that following the purchase of the first can, each person will henceforth insist upon being supplied with SHOW BOAT Salmon and also be eager to tell friends about this splendid product.



G. P. Halferty
President

G. P. HALFERTY & CO.

Exclusive distributor
in each market
insures profits



TODAY! A Show Boat Salmon Sandwich

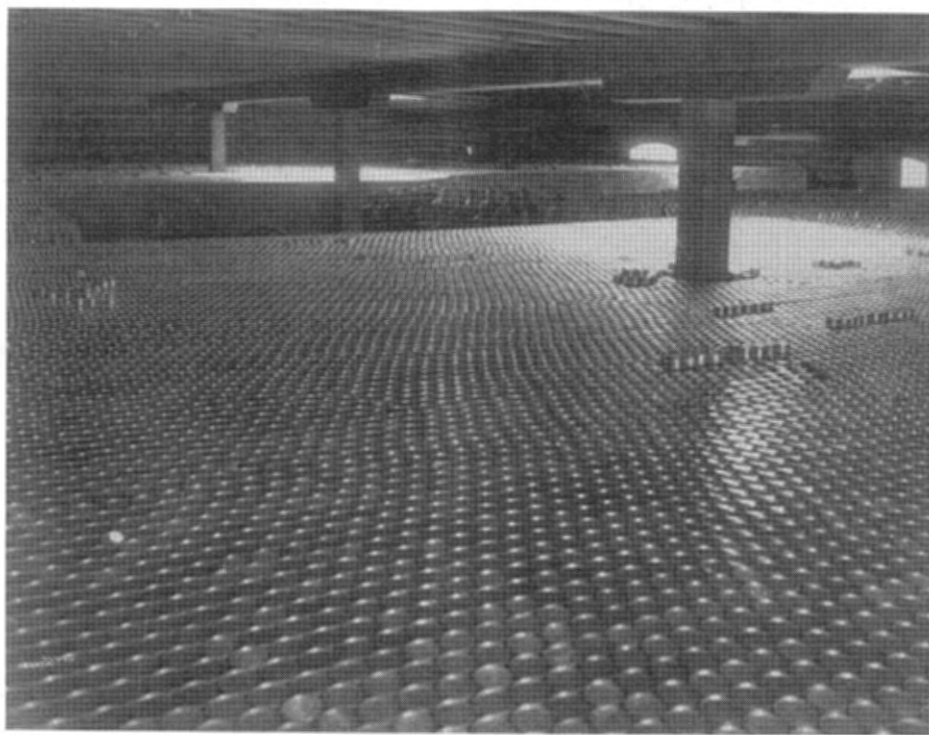
Treat yourself to the rich tasty tang of this delicious Alaska Salmon.
An excellent SHOW BOAT Salmon Sandwich recipe follows:

- 1 can SHOW BOAT Salmon
- $\frac{1}{2}$ head Lettuce
- 3 branches Crisp Celery
- $\frac{1}{2}$ cup Thousand Island Dressing (or Mayonnaise)
- $\frac{1}{4}$ teaspoon Dry Mustard
- Juice of $\frac{1}{2}$ Lemon

Drain Salmon, remove bones and flake. Chop lettuce, dice celery and mix ingredients with fork. Season to taste. Spread freely on thin slices of bread or toast and add a lettuce leaf. Put slices of bread together, cut in desired shape and serve with olives and pickles. Will make fifteen generous sandwiches.



CANNERS



Canned salmon in a cannery warehouse. Sale of salmon, sardines, tuna and other seafoods is being aided by the present national canned foods advertising campaign.

Food Fallacies

By CARLE C. CONWAY

DO YOU REMEMBER being told when you were a small boy or girl that certain food combinations were very, very dangerous? "You mustn't eat cucumbers and milk." "Lobster and ice cream are poisonous." "It's risky to eat pickles with peaches." You can probably think of dozens more. Many of us still believe that fish is a "brain" food and that mackerel is particularly good for building gray matter and intellect.

I suppose there's no subject under the sun about which there are so many strange ideas—so many theories—so much misinformation and so many superstitions—as there are about the foods we eat. Some of the notions are more or less ridiculous; some of them are weird. But the point is, they do exist. They do prevent many people from getting the full measure of enjoyment which good healthful food has to offer. Why, it wasn't so long ago that the tomato, which has since become almost our national fruit, and its juice our national drink, was thought to be deadly poison. Tomatoes were called Love Apples and said to be a close relative of the Deadly Nightshade.

CARLE C. CONWAY, chairman, Continental Can Company, has had an important share in success of the present national advertising campaign being conducted on behalf of canned foods under the auspices of National Canners Association. The following article, an address delivered by him over radio station WOR on the evening of February 26, will give the reader an insight into one of the chief purposes of the national publicity program.

—THE EDITORS.

When you come to canned foods, in which I happen to be particularly interested, you find plenty of mistaken ideas—most of them as unfounded as the fallacies we have just been mentioning. Obstinate ghosts they are, which, like that of Hamlet's father, will not down—in spite of all the weight of scientific evidence that they are absolutely groundless—in spite of the billions of cans of food which are eaten and enjoyed every year.

Someone gets a tummy-ache and says "Doctor, don't you think it's that canned something-or-other I had for dinner last night?" The doctor patiently explains

that there's no more reason why the canned food should be the cause than any other food. He points out that canned foods are the safest that his patient could eat, because they have been sterilized by heat. Thus the superstition subsides.

I wish you could hear the questions I hear on the subject of canned goods—and see the letters I see. This woman thinks canning destroys vitamins. This one wonders if canned foods are as wholesome and healthful as raw foods. This one hurries as if a demon were after her, to empty the can the second it is opened.

Let's look at some of these questions, and answer them. That last one, for example—should the can be emptied the minute it is opened? Many people think it should. They seem to feel that by some strange chemistry, the metal of the can reacts with the air and the food, and forms some combination which is bad. But the fact of the matter is that there's not a grain of truth in the idea. It is just as safe to leave food in the opened can, if properly refrigerated, as to transfer it to any other vessel—safer, as a matter of fact, because the other vessel, no matter how clean, has not been sterilized by heat as the container has been

in the canning process. The can is made from steel and tin—metals which are not capable of forming any unwholesome combination with foods.

Another belief—that canning destroys vitamins. This definitely is not so. Science has amply shown that if a raw food has vitamins, the canned food will also. In fact, science goes a step farther and says canning actually conserves vitamins.

Some people think that preservatives are used to make canned goods keep. This is not so. Canned foods keep because they are sterilized by heat in airtight containers. Preservatives are entirely unnecessary.

There are other canned food ideas I'd like to discuss—but I see my time is getting short. I should like to add just one general word to what has been said, to sum up our discussion of canned foods.

There is no mystery about canned foods. Science has thrown its light into every nook and cranny of the subject. In laboratories that are models for the entire food industry, science has conducted and is conducting exhaustive tests—finding out the whole truth about the foods that come in cans. It has exploded the old beliefs. It gives canned foods a clean bill of health—says they are fine, wholesome, nourishing, delicious, safe. No longer are canned foods things to eye with doubt and serve in emergencies only.

As canned foods have become better known, so they have climbed the social ladder. Today they are accepted in many millions of homes, served proudly and without apology, served for their wonderful flavor and goodness and for their infinite variety. The world knows too much now to be guilty of food fallacies. To know the truth about canned foods is to serve them amply at every meal.

ROBERT I. BENTLEY, chairman of the board of directors of California Packing Corp., died in San Francisco, California, on February 22. Bentley was president of the corporation from 1920 to 1930 and also served as chairman of the board of directors of Alaska Packers Association, whose headquarters are in San Francisco.

ONE HUNDRED CASES of Russian-packed sardines, in cases of 48 one-pound ovals, was held by United States customs officials of San Francisco early in March because of uncertainty as to quality of the tomato sauce in which the fish was canned. If the fish is released, according to President Edward David of Del Mar Canning Co., it will be sold at the rate of \$1.95 per case.

GILBERT C. VAN CAMP INSURANCE AGENCY, INC.

San Diego—867 Harbor St. Phone FRanklin 2876

San Pedro—Municipal Wharf. Phone 2680

*Specializing in all forms
of Insurance Protection
for the Fishing Industry*

REPRESENTING

BOSTON INSURANCE CO.

BOSTON, MASSACHUSETTS

Complete Insurance Protection

YOU HEAR IT EVERYWHERE

FIBREBOARD

helped us reduce
our shipping cost



● Fibreboard Shipping Cases
carry the Seal of Approval
of the Export Fibreboard
Case Association.

FIBREBOARD PRODUCTS Inc.

710 RUSS BUILDING, SAN FRANCISCO

Sales Offices:

SAN FRANCISCO
PORTLAND
OAKLAND

CHICAGO
SEATTLE

LOS ANGELES
PHILADELPHIA
SALT LAKE CITY

Mill and Factories:

STOCKTON
LOS ANGELES
PHILADELPHIA

SAN FRANCISCO
SOUTHGATE
PORT TOWNSEND

ANTIOCH
PORT ANGELES
HONOLULU

VERNON
SUMNER
KAHULUI

*This division of CANNERS SECTION
relates news of developments in Califor-
nia's tuna-packing industry*

TUNA

WITH the tuna industry refreshed and encouraged from a period of several months' vacation, packers and fishermen in Southern California now are looking forward to renewing operations within a short time. Although no definite agreement has been reached between the productive and processing interests, observers on both sides believe that the "tuna strike" rapidly is coming to an end.

Fishermen held a meeting on March 6 in San Pedro and decided to offer canners tuna on the basis of \$90 per ton for yellowfin and \$85 for bluefin. Canners decided among themselves that they could not afford to pay those prices and therefore refused the offer. Negotiations were discontinued until March 16, when a meeting was to be held in Long Beach at Pacific Coast Club. It is understood that a representative of each tuna canner, together with fishermen's officials and attorneys, was to have attended.

The period of closure has done wonders for the tuna market. Warehouse stocks have dropped so that today standard packs are practically exhausted and it is estimated that less than 200,000 cases are available for distribution. When it is known that stocks have been as great as 800,000 cases, it will be seen that the movement of fish has been considerable. Stabilization of the market, rise in prices and liquidation of packs have had a most beneficial influence upon the industry. As A. T. Williams of French Sardine Co., Terminal Island, states: "I believe conditions to be better than they have been for three years."

Jobbers' stocks are low, according to J. R. Biven of Coast Fishing Co., Wilmington, who returned at the end of February after a trip to eastern markets following the convention of National Canners Association in Chicago. "Conditions in the east are distinctly encouraging, not only for seafood producers but in other lines as well," he states. "Several business acquaintances I met back there told me that they have been doing more in the last 60 days than in the previous six months."

One cloud appears upon the canners' blue horizon—Japanese albacore. The seven Japanese canneries which operated in 1931 produced 26,600 cases of tuna. Seeing an opportunity for profit, they are said to have expanded their facilities, called in able men from the California fishery and now are believed to be preparing for increased production. Among others who have gone to the Far East to become production directors is George Yamamoto, formerly plant superintendent for Los Angeles Seafood Co. (later Linde Packing Corp. and now part of the Sea Pride chain). It will be difficult to secure increased tariff protection against the Oriental pack, due to reciprocal agreements between Japan and the United States, and it is believed that the present exchange rate will permit delivery of Japanese fish in America at low prices.

Long Beach Salt Co.

"Next Door Neighbor"

—to the packing plants in Long Beach, Wilmington, Terminal Island and San Pedro.

Large stock of pure salt on hand, crude and refined, for the Fish Packing Industry.

Prompt and efficient service by rail or truck. Patronize your home producer and manufacturer.



PHOTO SUPPLY INC

*Developing
Finishing
Commercial Work
Supplies*

319 West Sixth Street
San Pedro, California

Insurance Risks and Coverage ...

**DON'T BE CAUGHT
SHORT ON PROTEC-
TION.**

Years of knowledge and experience are required for the expert writing of insurance on marine equipment, plants, warehouses and other risks. Without them, the owners may not be adequately safeguarded.

Rule & Sons, Inc., department method of operating offer these complete and exacting facilities.

Call TRinity 9961, and we will be glad to wait upon you.

RULE & SONS, Inc.

621 S. Hope St. Los Angeles, Calif.

Tuna, Mackerel, Sardines

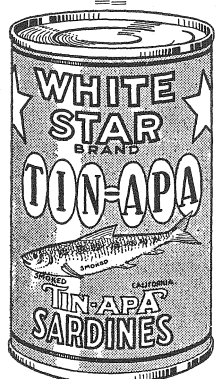
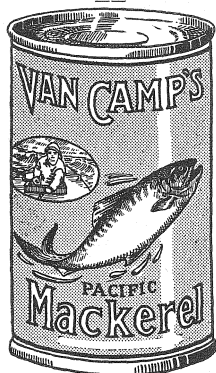
Quality Packers of Sea Food Products

COHN-HOPKINS, Inc.

SAN DIEGO, CALIF.

We Specialize on Fancy Pack
Baby Yellowfin and All Light
Meat Varieties of Tuna

WE SOLICIT PRIVATE
LABEL BUSINESS. SAMPLES
GLADLY SUBMITTED



there
is
no
substitute
for
quality

backed by
**NATIONAL
ADVERTISING**

VAN CAMP SEA FOOD CO., Inc.

Terminal Island, California, U.S.A.

This division of CANNERS SECTION covers sardine packing in California and British Columbia

SARDINES

NORTHERN CALIFORNIA'S total sardine pack for the 1931-32 season, which closed February 15, was 1,024,789 cases of assorted sizes. This was divided as follows (figures are in cases):

1-lb. ovals, 48s.....	974,396
1/2-lb. ovals, 48s.....	3,927
1-lb. talls, 48s.....	18,337
5-oz. rd., 100s.....	25,445
6 No. 10s.....	1,843
1/4 and 1/2-oils.....	841

Total.....1,024,789

San Pedro's pack, up to March 1, 1932, totaled 550,397 cases of assorted sizes. This was divided into the following types of cases:

1-lb. ovals, 48s.....	404,886
1-lb. talls, 48s.....	37,098
5-oz. rd., 100s.....	107,340
12-oz., 48s.....	1,073

Total..... 550,397

The February pack amounted to 194,864 cases.

Deliveries of sardines to Monterey plants during the 1931-2 season amounted to 69,000 tons, little more than half the figure for the 1930-1 season, when 108,327 tons were received. Since \$8 was the going price during the season, fishermen received in the neighborhood of \$550,000 for their work. In addition to the pack of fish, approximately 3,500,000 gallons of oil and 14,000 tons of meal were produced. Total returns are valued at \$2,750,000.

MONTEREY CANNING Co., Bay View Packing Co., Ltd., and San Carlos Canning Co. during February were experimenting with sardines packed in lemon-flavored agar-agar jell. This type of pack was suggested by Ralph Classic of California Commercial Fisheries Bureau and Herbert R. Yerxa, food merchandiser of Oakland. American Agar Co. of San Diego furnished the jell and California Fruit Growers Exchange provided the flavoring extract.

The purpose of these tests is to provide a new and unusual manner of preparing California sardines, in order to increase their saleability under present economic conditions. Pound oval sardines, until recently, have been sold almost entirely in the foreign field, where the quality of the pack was not of as great importance as the quantity of the meat offered for a low price. Today, however, it has become necessary to turn attention to the domestic field (as was prophesied by WCF for October, 1930, page 19, and on many other occasions), where tastiness and appearance are of much greater weight.

Use of agar-agar jell, it is believed, will give the fish better flavor, will keep it from breaking up while being shipped and will take it out of competition with foreign packs.

PRINCE RUPERT fishermen landed 114,000 pounds of bait herring during January, 1932, for which they received \$285. During the same month in 1931 a total of 259,400 pounds, valued at \$587, was landed.

That Salty Salt Rewashed Coarse Salt
99% PURE

WESTERN SALT CO.
SAN DIEGO, CALIF.

Sardines and Mackerel CANNERS

GENERAL FISHERIES CORPORATION

P. O. Box 998 San Pedro, Calif.

SPAULDING INSPECTION BUREAU

P. O. Box 211 Terminal Island, Calif.

Expert examinations and analysis of all fish cannery products and supplies.

Inspection and Certificates of Canned Fish.

N. Hendrickson W. H. Spaulding

MONTEREY BAY SARDINES

Leading Fancy Brands: EL CAPITAN, GRILL, EL MAR.

FISH OIL and MEAL



E. B. GROSS CANNING COMPANY

Sales Office and Plant: Monterey, Calif. Cable Address: "GROSS"

F. E. BOOTH COMPANY, Inc.

Packers of

BOOTH'S BROILED SARDINES



**FRUITS—ASPARAGUS—VEGETABLES
SHAD ROE**

Canneries at Monterey, Pittsburg, Centerville

Fresh Fish Specialists

Wholesale and Retail

Markets: San Francisco, Stockton, San Diego

General Offices: 110 Market St., San Francisco

*This division of CANNERS SECTION
concerns producers of salted, cured, smoked
and processed seafoods, fish meals and oils.*

CURED FISH and FISH BY-PRODUCTS

Fisheries Research

CANADA'S fisheries research stations, conducted by Biological Board of Canada under authority of Dominion Minister of Fisheries, have been continually at work of late upon many

problems of direct importance to the fisheries industries. Among the subjects under investigation during 1931 by the four main stations of the board are: Use of air-conditioning apparatus for drying fish for smoking; control of halibut discoloration; "rusting" of frozen fish; improved cold storage rooms; nutritive value of canned salmon and vitamin potency of canned salmon oil; discoloration of lobster muscle after canning; effects of freezing and cold storage temperatures on marine bacteria; drying properties of pilchard oil and decoloration of fish oils; deliquescence of salt fish under tropical conditions; industrial meal from oily fish by several different means of extraction.

Every one of these questions is of importance to some branch or branches of the Canadian fishing industry, and successful research and experimentation by the federal scientists in dealing with them means fisheries benefit and profit. Numerous other subjects also were under investigation by the staffs of the stations during 1931, some of them practical problems of the industry, others scientific studies in connection with fish life. Throughout the present year various investigations and experiments will be in progress, some of them new studies and others further steps in work already begun.

One of the interesting and useful pieces of research work that was under way in 1931 was an investigation of the use of air-conditioning apparatus in drying fish for smoking. Fish drying is a very important part of fisheries activity on some parts of Canada's coast and successful investigations in this field must therefore be of much value. In brief, the 1931 experiments showed, among other things, that, by the use of air-conditioning apparatus, fish may be dried for smoking in a shorter time than by the use of the ordinary wood drying fires, and dried satisfactorily. Certain further work in regard to smoking remains to be done but the investigations of last year were eminently useful.

The 1931 drying experiments were conducted at the plant of a Nova Scotia fish company under the direction of the Halifax Fisheries Experimental Station. The story is summarized in a progress report by A. S. McFarlane, one of the station's staff. The experiments had several objects. One of them was to determine whether or not fish could be dried uniformly in a commercial smoke-house by using heated conditioned air. Another was to prove that "a quantity (of fish) equal to almost twice the quantity ordinarily put in could be dried in the same time as was necessary for drying by wood fires under favorable conditions, and that drying could be done under unfavorable weather conditions." There were also several other objects, such as determining whether or not the sheen of fish dried by the air-conditioning plan would be

equal to the appearance of fish dried by means of wood fires.

In carrying out the experiments an air conditioner capable of cooling and conditioning 20,000 cubic feet of air per minute was installed. Water was used as the cooling agent. Connected to the conditioner was an aero-fin steam heater capable of heating the air to the desired temperature. A fan was attached to this aero-fin, the air was pulled through the conditioner and fin and forced into the drying chamber 17 feet deep, 13 feet wide and 12 feet high. The duct leading into the chamber was connected with a header so made as to distribute the air uniformly in the chamber. The air was returned to the conditioner by another duct opening into the bottom of the chamber.

Cod filets were used for the most part, although some haddock filets, with the skin still on, were also used. Using large cod filets on a good drying day, 4,300 pounds of fish were satisfactorily dried in two hours and a half, while, with ordinary wood fires, three hours were taken in drying 2,400 pounds. On another day, when drying conditions were not so favorable, the time required in handling a run of medium-sized cod filets by the air-conditioning method was an hour and a half. On the same day small cod filets required two hours when wood drying was employed.

The sheen produced with air-conditioning was "in all cases equal to the sheen produced by wood drying fires, and in some cases superior to it."

SAN PEDRO, California, will be base for a whaling fleet of four killer-ships and a floating reduction plant if plans now under discussion are brought to completion. Capt. J. M. Carpenter, retired United States Navy officer, is responsible for the project, and states that he has interested both West Coast and eastern capital in the venture.

Carpenter's program calls for construction of four new killer-ships in western shipyards, at a cost of \$450,000, and rebuilding of a 12,000-ton U. S. Shipping Board vessel as mother-ship, at a cost of \$350,000. This fleet, under command of Capt. G. Earling, experienced Seattle whaler, will sail from San Pedro for Ross Sea and other Antarctic grounds. There it will remain until a full fare has been secured—or as long as weather conditions permit—and then proceed to San Pedro to discharge.

It also is possible that Mexican and California waters, which until recently have been exploited by Capt. F. K. Dedrick of California Sea Products Co., San Francisco, will serve as hunting grounds for the big mammals. That will depend upon the length of time in which southern operations are feasible and the number of whales available off the North American coast.

EXPORTS of fish meal from the United States in 1931 totaled 2,951 tons, valued at \$153,000, according to United States government statistics. In addition, 59,615 tons of oyster shell, valued at \$515,000, was exported.

F. KRUSE, INC.

Dealers in

ALASKA CODFISH

SALT SALMON

ALASKA HERRING

SPICED HERRING

Bell St. Terminal - - Seattle

Mild-Cured and Frozen

SALMON

ALASKA HERRING



EINAR BEYER, President

NORTHERN

PRODUCTS CORP.

Cable Address—"NOPRO"—All Codes

200 Bell St. Dock Seattle, U. S. A.

Fancy Scotch Cured

ALASKA HERRING

also

FROZEN SALMON

HALIBUT and HERRING

Produced and Packed by

UTOPIAN FISHERIES

Seattle, Washington

This division of CANNERS SECTION represents salmon packers of Alaska, British Columbia, Washington and Oregon

SALMON

PINKS AND CHUMS have stood the brunt of the unfavorable economic situation which has prevailed during the past two years, believes F. J. Comeau, broker of Seattle, but in spite of this fact figures show that the consumption of these two species in 1930 and 1931 was greater than in the two preceding years.

"During the first seven months of 1931," states Comeau, "the movement of canned salmon from the west coast was greater than in the corresponding period of the previous year. During this time prices were low but remained comparatively steady. During the remainder of the year, however, shipments fell off, owing to the fact that opening prices were late in going to the trade and the market became unsteady. This caused buyers to lose confidence and they naturally did not come in to take their 1931 requirements. In addition, in many cases, it was impossible for them to maintain their usual volume because of local conditions.

"This leads us to believe that considerable buying will be in evidence in the early part of 1932, as it is apparent that stocks of canned salmon are exceptionally light in jobbers' warehouses.

"Prices of pinks and chums are within reach of practically every household and we do not know of a single commodity which will give the same food value for the money.

"Salmon packers are making every possible effort to stabilize market conditions and such concentrated efforts are bound to bring results. Pacific Canned Salmon Brokers Association is doing its utmost to eliminate some of the many abuses which have crept into the selling of canned salmon by adopting a standard of trade practices to which all members have definitely subscribed. All brokers, especially in the primary market, have the utmost confidence that this step is bound to attain stabilization in selling canned salmon."

CANNED SALMON SHIPMENTS from Puget Sound ports during January, 1932, totaled 225,741 cases as compared with 178,349 cases in January, 1931, according to figures recently released by Seattle Merchants Exchange. By far the largest percentage went to Atlantic and Gulf ports, the total being 216,256 cases contrasted with 148,503 cases during the same month of the previous year.

BOOTH FISHERIES Co., Chicago, reports selection of a new group of executives to handle its activities for 1932. These were chosen at a board of directors' meeting on February 12. Joseph C. Markley will serve as president, replacing Perry L. Smithers, who resigned. Other officers are O. A. Roemer, vice-president and secretary; Joseph A. Keilty, secretary and assistant treasurer; Henry Hinrichs, general manager; E. P. Kennedy, assistant secretary. The board of directors includes Markley, Roemer, Keilty, Hinrichs, A. M. Lawrence, T. J. Shaughnessy, P. H. McCue, J. S. Otis and Peter Berkey.

CANNED SALMON SHIPMENTS from Vancouver, B. C., during 1931 amounted to almost 1,000,000 cases, a

figure which is somewhat less than totals of recent years, but not far below the average for the past 10 seasons. Total shipments each year since 1921 have been as follows (figures are in cases):

1931	999,787
1930	1,021,640
1929	1,331,204
1928	1,344,868
1927	1,322,597
1926	1,254,304
1925	1,571,004
1924	1,525,542
1923	929,289
1922	794,344
1921	939,823

The entire carry-over from 1930 is said to have been disposed of during 1931, as well as a considerable portion of last season's stocks. Since the 1931 pack amounted to only 664,207 cases as compared to 1,990,509 cases in 1930, it is expected that warehouse supplies will be practically exhausted when the 1932 season opens.—G.A.

DONALD H. BAIN, wholesale jobber who distributes seafoods and other commodities throughout western Canada, has arranged to take the entire output of canned shrimp from J. T. Thimsen & Co., Vancouver.

MORE THAN 23,000,000 pounds of fish was delivered to canners by Columbia River fishermen during the 1931 season, according to information recently released by M. T. Hoy, master fish warden of the state of Oregon. Fresh fish dealers received 14,989,575 pounds of fish, bringing the total for the year up to approximately 38,000,000 pounds, or about 7 per cent greater than the figure for 1930.

Increase in the chinook total by approximately 2,500,000 pounds was especially welcome. The silver catch would have shown a similar gain in normal times, since an unusually heavy run of silversides entered the river in the fall, but unfavorable economic conditions made this species unprofitable.

Total fresh fish landings for 1930 and 1931 were as follows (figures are in pounds):

VARIETY	1930	1931
Chinook	9,855,934	12,297,432
Steelheads	1,444,385	1,309,655
Bluebacks	259,807	101,908
Silvers	780,554	180,027
Chums	400,628	524,381
Sturgeon—		
White	77,931	55,725
Green	14,333	10,362
Shad	782,726	510,085

Totals13,616,296 14,989,575

"**THERE NEVER WAS** a time in the history of our country when payrolls were more necessary to public welfare than they are today," states Guy P. Halferty, president of G. P. Halferty & Co., producer and distributor of "Show Boat" canned salmon. "Payrolls cannot exist without industry and industry cannot live unless it becomes possible to sell its products at cost plus a reasonable profit.

"Today the products of industry are being priced to death, in most cases by

those who pose as public benefactors when, in fact, the public is in distress because of such predatory price cutters. We believe that it is the duty of each group identified in basic wealth-creating industries—and in other lines, too—to forget, for the time being at least, their selfish interests; they should program for the general good and thus provide for cleaning up and elimination of vicious abuses which have grown into the trade."

JAPANESE shore crab cannery operators are urging that 1932 production by both shore and floating plants be reduced from slightly over 400,000 cases (as it was in 1931, according to WCF's Deluxe Reference Number) to 300,000. The packers propose that floating canneries reduce their output from 240,338 cases to 176,000 and that shore factories curtail from 160,000 to 124,000. They also suggest that approximately 75 cents be collected from all operating canneries to be used in assisting plants not in use.

Since drastic curtailment was the rule in 1931, it is expected that these or similar measures will be the rule in 1932.

Stocks of canned crab meat on hand in Japan at the end of 1931 were estimated by Japanese Canned Crab Association as 313,000 cases.

PINK-SOCKEYE salmon have been produced at Cultus Lake in the southern portion of British Columbia by technologists of Biological Board of Canada. The new variety, obtained by crossing pinks and sockeyes, is said to be firm of flesh and to have a good flavor. It also is said to reproduce itself readily.

OREGON SALMON PACKERS are making plans for a five-year cooperative advertising campaign. Their publicity will stress the presence of Vitamin D in

For Good **LABELS**

Which the customer can't forget—

The U. S. Printing and Lithograph Co.

112-A Market St. 1107-A Hoge Bldg.

SAN FRANCISCO SEATTLE

Wire Us For

FRESH STEELHEADS

Brown Canning Co.

QUEETS, WASHINGTON

canned salmon, based upon findings of United States Bureau of Fisheries and other organizations employing research men in this field. The canners hope to double consumption of their fish in this American model of Russia's "piatiletka" program.

NORTHWESTERN FISHERIES, owned by Booth Fisheries Co. of Chicago, will not operate any of its seven salmon canneries in Southeastern Alaska during 1932, according to an announcement recently issued by the officers. Plants are located at Shakan, Kasaan, Hunters Bay, Quadra, Santa Ana, Roe Point and Dundas. Dundas and Quadra stations were used in 1931, producing more than 130,000 cases.

PROPOSED LAWS now under consideration by United States Congress include several of particular interest to salmon canners. Prominent among these is

the measure introduced by Representative Welch of California in the House of Representatives. Welch's proposal apparently is directed against operators of floating canneries, for it provides that no plant shall be allowed to function unless it has filed on the preceding December 1 a statement as to the location in which it is to operate. Each cannery will be restricted to one location during a calendar year.

A. H. Bradford, president and treasurer of Associated Fishermen of Alaska (operator of the floating cannery "Santa Flavia" which in 1931 packed 20,600 cases), has pointed out that it is impossible for any but the largest salmon organizations to state their plans at the end of one year for the following season. In addition, limitation of the locale of operation to but one area does not permit the cannery to change its base in the event that a run of fish fails to appear on the grounds it

has frequented in past years.

Delegate Wickersham of Alaska is responsible for introduction of a house bill to prohibit wanton waste and destruction of food fishes. Opinion seems divided upon this measure: United States Bureau of Fisheries and Juneau (Alaska) chamber of commerce oppose it, while chambers of commerce at Ketchikan, Petersburg and Wrangell urge its passage.

Objection of the U. S. Bureau of Fisheries is explained by Henry O'Malley as based upon the belief that the measure is unwise and unnecessary. He declares that small herring would be wasted if the bill were passed, while at present this fish is used for production of meal and oil. Those in favor of the resolution declare that if it is not adopted, the herring fishery will become depleted, salmon will be deprived of food and the entire industry will suffer.

Senator Wesley L. Jones of Washington has introduced a bill providing for an annual license fee of \$25 for a term of five years on each salmon trap and investigation of each installation at the expense of the prospective licensee. Ninety days are permitted those now operating traps and they are to be given preference when licenses are issued.

MOVEMENT of canned salmon during February among members of Association of Pacific Fisheries amounted to almost 130,000 cases, according to information supplied by the Seattle organization at the first of March. This provides a fairly accurate index of total distribution in the salmon fishery, since the association numbers among its membership 68 companies operating 147 canneries in 1931 with a total pack of 5,900,000 cases, or approximately 85 per cent of the 1931 American canned salmon pack.

Practically the entire movement was in the pink pack, since stocks of other species now on hand are considerably reduced. In a few cases figures at the first of March were higher than at the first of February, due to receipt of further information or additional production.

Stocks on hand at the beginning of each month since the greatest part of salmon operations ceased for the year (as reported in WCF) have been as follows:

November 1	3,340,411 cases
December 1	3,073,296 cases
January 1	2,968,427 cases
February 1	2,791,699 cases
March 1	2,662,414 cases

Itemized account of stocks on hand at the beginning of March, on the basis of 48 one-pound cans to the case, are as follows:

GRADES/VARIETIES	CASES
Fancy red chinooks or kings	69,175
Standard chinooks or kings	86,299
Pale chinooks or kings	11,313
White chinooks or kings	6,939
Puget Sound sockeyes	55,640
Alaska reds	563,306
Coho's, silvers, medium reds	205,370
Pinks	1,503,672
Chums	152,079
Bluebacks	643
Steelheads	7,978
Totals	2,662,414

DEMAND for canned salmon in the Philippine markets is described as having been steady during February. Arivals in Manila totaled approximately 3,000 cases. Prices vary from \$3.65 to \$3.95 per case, pinks being the species shipped.



GOLD MEDAL COTTON FISH NETTING

"The Netting of Quality"

Every step in the process of manufacture—from gathering the raw material to packing and shipping the finished product—is carried out under expert supervision in our own plants. You are therefore assured of uniform, unvarying, **HIGH QUALITY NETTING.**

BARBOUR'S Double Knot Linen Gill Netting and Salmon Twine

Have been used on Pacific Coast since 1876

We Recommend

CALIFORNIA COTTON MILLS COMPANY

**Seine Twine, Thread and Twine Laid
Fishing Quality Rope**

Have been in Demand by the Fishing Fraternity of the Pacific Coast for
Over Fifty Years.

Selling Agents

The Linen Thread Company

San Francisco - - - - - 443 Mission St.

Los Angeles - - - - - 122 E. 7th St.

Seattle Representative - - - 303 Smith Tower Annex

NEW YORK

CHICAGO

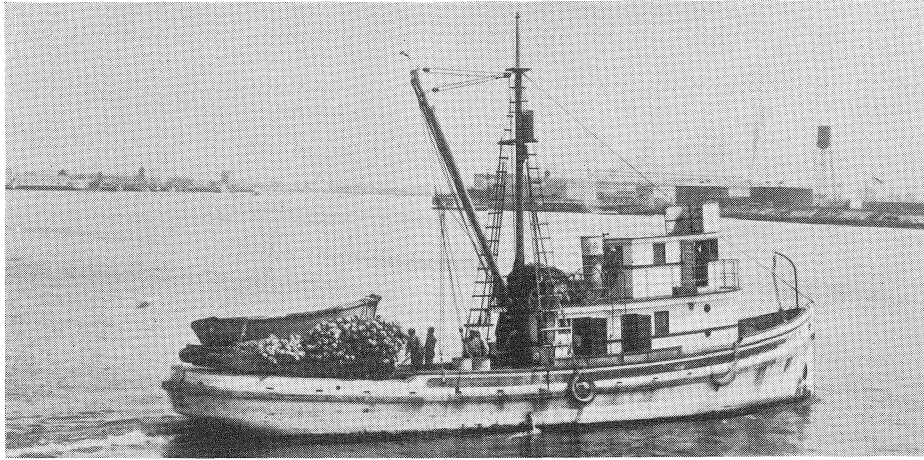
BOSTON

BALTIMORE

GLOUCESTER

JACKSONVILLE

F I S H E R M E N



"Acalin," San Pedro purse-seiner that delivered many thousand pounds of prime yellowfin for charitable purposes.

Fishermen Assist Charity

"STRIKE-BREAKER!" Around the San Pedro waterfront the rumor spread swiftly that Capt. Frank Acalin was going to sea with the secret intent of catching tuna wherewith to break the long-sustained tuna strike. Acquaintances of the young vessel master knew better, but the libelous tale-telling continued.

Twenty-five days later "Acalin" returned to port with a short load of yellowfin. The vessel had encountered all sorts of inclement weather, and prospected the California Gulf, far to northward from Cabo San Lucas, in a vain search for good supplies of fish. Enroute home more storm was faced, and during the height of this tempest a four-inch pipe carried away, almost swamping the ship before the crew could discover the location of the big leak.

Arrived in San Pedro, the market was found in bad condition. Demand for tuna was slack and the weakness of quotations was increased by the presence of the Japanese seiner, "Western Enterprise" and the San Diego live-bait craft, "Betty B.", each with tuna aboard. "Acalin" lay alongside the market wharf for more than a week, but in all that time disposed of only half its fare. A thousand dollars worth of unsold fish still lay within its hold.

"After we had been in about a week the wholesale buyers began raising the technical excuse that our fish were 'old,' so I saw that we were going to lose all that still remained below decks," states the captain. "Rather than dump the fish overboard, and waste it, I felt that there should be some way of getting it into the hands of the public. Everybody knows that there are thousands of people who want fish but can't afford to pay the prices asked in retail markets, and I was anxious to have these persons know that we, the fishermen, were prevented from

selling the catches we bring to port."

Through the agency of WEST COAST FISHERIES, contact was established between Captain Acalin and the Community Food Warehouse of San Pedro. Rev. Fred Ross, head of the relief organization, was thereupon informed that a large quantity of excellent fish would be put at his disposal provided that Mexican fisheries authorities would release the quantity from taxation. The directorship of Mexican fishery matters in San Diego immediately expressed willingness to excuse the tuna from Mexican export duties, it being pointed out that the food was not to be used for commercial profit, but instead was to be distributed gratis to persons in dire economic straits, many of whom were native to Mexico.

But the Community Food Warehouse could by no means make immediate distribution of so great an amount of fish, all at one time. It was too large a quantity for quick disposal. Officers of the Salvation Army at San Pedro then came forward with the suggestion that appeal be made to B. F. Ballinger, of Union Ice Company. Ballinger always has put the freezing facilities of the Union at the disposal of charitable associations and almost always has fish in storage for them. Arrangements thereupon were completed whereby Union volunteered to freeze the tuna and hold it in cold storage until required for distribution.

Capt. Frank Acalin moved his ship from the fresh fish markets to the Coast Fishing Company wharf in Wilmington, unloaded the tuna into a Union truck and conveyed it to the freezer. J. R. Biven, of Coast, saw the tuna removed from the hold and is reported to have declared that he only wished all tuna that came to cannery docks was so perfectly preserved and handsome as was this fish that Capt. Acalin and his crew were giv-

ing away. Only one tuna of the whole amount was found to be split from pressure.

Knud Jorgensen, superintendent of the Union fish-freezing plant at Wilmington, took great personal interest in seeing the yellowfin was well cared for. After freezing, it was tiered up in storage bins, from which small quantities have been removed every day or two. Requests for the fish have been numerous, 300 pounds having been asked for by the Seventh Street School of San Pedro, where many children are undernourished by reason of conditions of poverty at home. In middle March attention was called to the appalling poverty existing in the Mexican colony of Wilmington, many of the laborers resident there having been without work for six to eleven months. Remembering the fact that Mexican fisheries officials waived the Mexican export tax on the "Acalin's" tuna, the San Pedro Community Food Warehouse issued a requisition to the Wilmington Warehouse whereby that agency was enabled to draw upon the Union storage for one ton of the fish. Other considerable amounts have been distributed to Mexican families in the "barrios" of San Pedro.

Taking into account the many fish given away to persons who came down to the ship to ask for it, the total quantity given to charity by the purse-seiner "Acalin" no doubt amounts to the largest single donation to charity that has been made since the founding of the Community Food Warehouse of the port.

The Acalin family is well known in southern California from the fact that J. Acalin, Sr., and Capt. Frank Acalin are owners of San Pedro Boat Building Company, on Fish Harbor. Steve Acalin is actively in charge of the yard during the absence of the captain. Jerry Acalin, Jr., is another member of the family. He

"Miles Made"

Flax

Salmon Twine

and

Gill Netting

MITES LINEN CO.

Salem, Oregon

has charge of the 65-foot northern-built purse-seiner "Garfield," which was brought south from Puget Sound in 1920.

AMERICAN fishing vessels may secure licenses which will permit them to enter any British Columbia port until May 31, 1932, for any of the following reasons:

1. To purchase bait, ice, nets, lines, coal, oil, provisions and all other supplies and outfits.
2. To ship crews.
3. To land their catches without the payment of duty, and
 - (a) Tranship them in bond to any port in the United States;
 - (b) Sell them in bond to such local dealer or dealers as may be properly authorized therefor by the Minister of National Revenue,

nue, which dealers shall export the same in compliance with the bonding requirements;

- (c) Sell them for use in Canada on payment of the duty.

The minister of fisheries also has been authorized, if deemed expedient, to extend the period during which these licenses shall be effective until December 31, 1932.

Fees for such licenses are \$1.00 per vessel.

This information was supplied by United States government officials at Ottawa, Canada.

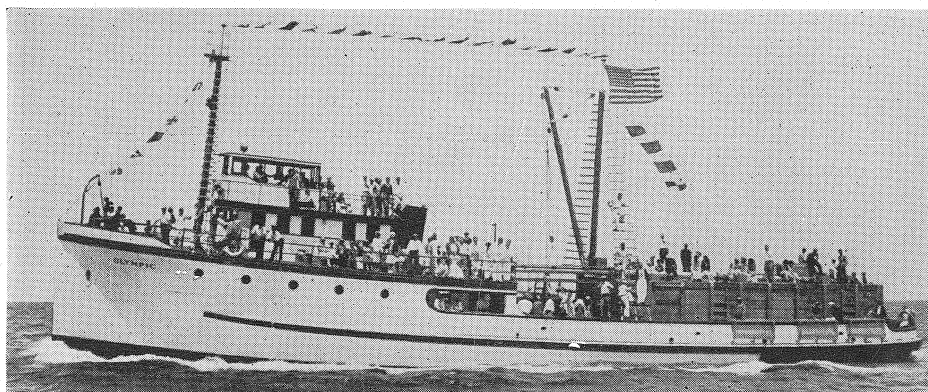
GRAYS HARBOR is to have a second fishing base to augment the services now supplied at Westport. Wilson Marine Corp. has been formed to operate the ways and other equipment found in the old Grays Harbor Motorship Corp. yard at Aberdeen, and its officials plan to expend approximately \$2,000 in repairs. Frank L. Wilson, who will act as manager, estimates that 100 trollers and other types of fishing craft will be able to make use of the plant's facilities at one time.

OREGON gillnet fishermen expect to be well represented when ships of Alaska Packers Association leave San Francisco in May for the trip to northern canneries. A considerable number of men from Astoria and other northern Oregon cities and towns who ordinarily have made the Alaskan trip aboard "Memnon", ship belonging to Columbia River Packers Association, will go with Alaska Packers this year. The "Memnon" will not sail in 1932, since the Nushagak and Chignik canneries of the Columbia River organization have been leased to the San Francisco group.

HALIBUT LIVERS again are being purchased by Abbott Laboratories of Chicago for use in manufacturing medicinal oils. A pamphlet recently has been issued by the middle-western organization detailing some of the valuable attributes possessed by the product it produces. Importance of the vitamin content is stressed throughout the bulletin, especially the value of vitamin D in combating disease.

"It has been necessary to create a new branch of the halibut fishing industry to provide for collection and immediate refrigeration of the fresh livers, heretofore thrown into the sea with the fish entrails as the halibut were dressed after being hauled over the sides of the fishing boats," states the Abbott publication. "Processing stations have had to be established along the coast. The halibut is dressed immediately after catching, the livers being removed, cleaned and packed in ice for bringing to shore. Here the livers are carefully inspected before being processed."

FISHING VESSELS and other craft of 15 tons or more will be subject to regulations which now govern steamships if the measure recently introduced by Representative La Guardia passes United States Congress and receives President Herbert Hoover's sanction. It is not likely that the bill will become a law, however, for its adoption so greatly would increase expenses of yacht owners, fishing vessel operators and work boats that practically all of that tonnage would have to cease to operate.



Tunaship "OLYMPIC", owned by Captains Zankie and Zuanich and one of the largest and newest of the fleet The Union Ice Company has been serving for years

"Union" Ice Lasts Longer

—it's packed so that it will—and there lies the secret.

Properly packed ice, such as Union, does not crystalize when crushed to fill the holds of fishing ships. Each fragment is a solid piece with all of its original refrigerating qualities intact within it.

So—when your profits depend so largely upon how your ice "holds" be sure you get the best—specify "UNION".

THE UNION ICE COMPANY

*This division of FISHERMEN SECTION
is official publication for Purse-Seine Fisher-
men's Association of Seattle, Washington.*

NORTHWEST

ACCIDENTS AND DEATHS marred commencement of fishing operations in northwest waters during February and early March.

Capt. Ole Larson, owner and master of the halibuter "Pacific", died on February 18 while aboard his vessel at Kodiak, Alaska. His death was claimed by some to have been caused by accidental escaping of gas from a heater in his cabin, while other reports state that he suffered a heart attack. He had had a colorful career in the fisheries, his ship having been high boat for the 1929 season and a consistently good producer. Before owning the "Pacific", he was master of the "Kodiak". He leaves a wife and two children in Seattle.

"S. F. Iman", fishing vessel operating out of Grays Harbor, Washington, was damaged when it struck a drawbridge at Aberdeen late in January. The bridge tender explained that storm conditions making for poor vision were responsible for the mishap. S. F. Iman is owner of the craft.

Gust Kropsu, trollman of Ilwaco, Washington, on the Columbia, lost his life when his fishing vessel was swamped on a rising tide and he was trapped in the cabin. The line from the rear of the troller became caught on some piling and held it down as the water level rose. The accident occurred on the night of February 8.

"Lakewood", Ketchikan troller, suffered an explosion and was burned on February 5 while at its moorings. W. A. Rhymes, owner, first was nearly asphyxiated by fumes of escaping gas and then was blown through the pilot house door; fortunately he received no serious injuries. The troller, built in Seattle in 1915, was a total loss.

"Rambler", troller owned by Sam Anderson, broke its tail shaft in a storm off Cape Decision late in January and was lost, although the captain escaped uninjured. The boat was valued at \$2,500 and was uninsured.

"Dolphin II", owned by Capt. Peter Byrne, was destroyed during February, when its engine backfired about 15 miles off Prince Rupert, B. C. The vessel was a 35-foot, gasoline-powered halibut schooner, built in Seattle in 1910 and insured for \$3,000. The crew escaped uninjured.

"McKinley", halibuter, struck on rocks off the west coast of Prince of Wales Island during middle February and was a total loss. It was heading for Prince Rupert with a load of herring for bait.

"Dolly Dimple", troller owned by Roger Baines, sank at its moorings in Ketchikan on the night of January 25.

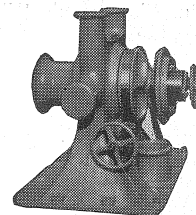
"J. B.", halibut schooner, was damaged by fire during February while at Prince Rupert. Capt. Mike Jensen, who had just taken the vessel out for a run, was able to get the flames under control so that complete destruction was averted.

Carl Lindstrom lost his troller and suffered a spinal injury when the vessel was struck by a barge near Astoria, Oregon, while working on a jetty in the Columbia. Tidal flow hurled the two craft together and caused the accident.

Fate of the troller "Frances II" and of Holger and Jerry Johnson, the two brothers who manned it, is puzzling residents of Alaskan fishing ports. The boat, built the year before in Tacoma, Washington, left Ketchikan on December 15, 1931, and has not been seen since. Search by Peter Johnson (a brother) and others has failed to reveal any trace of the men, although wreckage has been found which

has been identified as likely to have come from the troller. However, men have been found who claim to have seen the boat after the wreckage was seen, which would mean that the latter could not be considered evidence as to the fate of the craft and its crew.

"ZENARDI", purse-seiner operating out of Prince Rupert, B. C., has ordered a new 100-hp. Fairbanks-Morse diesel, to be installed at Vancouver following close of the herring season. It is replacing an 80-hp. Fairbanks-Morse.



CUNNINGHAM DECK MACHINERY for FISHING BOATS

*Mechanical Drive or Electric
Anchor Windlasses
For Chain or Wire Rope or Both*

*Seine Winches and Fish Hoists
Gypsy or Drum Type
or Combination*

*Steering Gears
Bronze Sprocket Chain or
Quadrant Type*

Air Whistles—All Sizes

ALLAN CUNNINGHAM
*124 West Massachusetts St.
Seattle, Wash.*

MARINE HARDWARE CO.
San Pedro, Calif.

Cotton Netting

Made from PORTERDALE SUPERIOR SEINE TWINE. Knit to precision in any size mesh and thread.

We use PORTERDALE SUPERIOR SEINE TWINE, because it is best.

Our factory is equipped with the most modern and up-to-the-minute machinery, which insures accurate workmanship.

Netting for Haul or Drag Seines, Purse Seines, Gill Nets, and all purposes.

THE FISH NET & TWINE CO.

JERSEY CITY, N. J.

Coast Representative: JOHN H. DAVIS CO., 36 Spear St., San Francisco

*This division of FISHERMEN SECTION is
official publication for West Coast Fisheries
Association.*

NO. CALIFORNIA

FISHERIES SHORE GUIDE

NORTHERN CALIFORNIA

Boat Builders

ANDERSON & CRISTOFANI.
Boat Building and Marine Ways.
Satisfaction Guaranteed.
Innes Ave. & Griffith, near Hunter's Point.
Phone Mission 6961, San Francisco.

D. LABRUZZI.
Fishing Boats and Cruisers.
2905 Jones St., Fishermen's Wharf.
San Francisco, Calif.

Fresh Fish Brokers

S. TARANTINO & SON.
Fresh Fish Brokers.
Specializing in Sardines.
Fishermen's Wharf, San Francisco.

Fresh Seafood

DAVI FISHERIES.
Striped Bass, Salmon.
Shad and Catfish.
Operating My Own Boats.
Pittsburg, Calif.

FRANK SPENGER CO.
Crabs, Shrimps, Fish, Sardines.
Cocktails—Sporting Goods.
Berkeley, Calif.

Marine Equipment

ETS-HOKIN & GALVAN.
Marine Electricians.
Marine Equipment.
San Francisco—Wilmington.

Marine Hardware

CINCOTTA BROS.
Marine Hardware and Fishing Supplies.
444 Bay Street, San Francisco.

Marine Ways

BRUER-SIEMER CO.
Marine Ways—Repairing.
Barges, Tugboats, Launches.
956 Evans Ave., San Francisco.

Nets and Twines

CINCOTTA BROS.
Purse Seine, Half Ring and Lampara
Nets. Bait and Crab Nets. Complete
stock—Soft, Medium and Hard Laid
Twines
444 Bay St., San Francisco

Propellers

Built, Repaired, Repitched for any Ship
afloat.
PITCHOMETER PROPELLER CO.
2112 Chestnut St., Alameda, Calif.

Paint

INTERNATIONAL BRAND

Marine Compositions
Anti-Corrosive, Anti-Fouling
and Boottopping for iron and
steel vessels

INTERNATIONAL COPPER PAINT

for wooden vessels

CALIFORNIA DISTRIBUTORS
C. G. CLINCH & CO., Inc.
49 DRUMM ST., SAN FRANCISCO
Branch 116 Seventh Street
San Pedro

Supplies

TARANTINO BROS.
Mail Headquarters for Purse Seiners.
Fishermen's Supplies—Groceries and
Tackle.
373-9-A Taylor St.,
San Francisco, Calif.

Wholesale Fish

A. LAROCCA & SONS.
Crabs, Lobsters, Shrimps, Clams.
2350 Taylor St.
San Francisco, Calif.

MONTEREY

Marine Engines

RUSSELL MARINE SHOP
Factory Representative—
ATLAS IMPERIAL DIESEL ENGINES.
Evinrude Outboard Motors.
Fishermen's Wharf.

Salt

MONTEREY BAY SALT CO.
High Grade DEEP SEA SALT.
Coarse Ground Varieties.
Moss Landing, Monterey County.

Sliced Abalone

COAST ABALONE COMPANY
CACO Brand Canned SQUID.
Sliced Abalone Shippers.
Fishermen's Wharf.

SARDINE FISHERMEN of Monterey, deprived of means of livelihood by close of the pilchard season on February 15, now are making plans for the approaching salmon season in Alaska and also for local salmon fishing off Monterey.

Each summer when Alaska Packers' Association and other salmon firms having headquarters in Northern California send their cannery crews, fishermen and other employees north to operate Alaskan plants, they recruit a considerable part of their forces from among the sardine fishermen of Monterey and vicinity.

Those who do not leave for the Alaskan season will engage in market fishing or squid-catching until April 1, when the local salmon season opens. Fish caught off Monterey always has enjoyed ready sale among fresh fish wholesalers, and it is hoped that this year will be no exception.

"SEATTLE", "Excel", "Tordenskjold", "Picaroon", "Attu" and "Emma", all fishing vessels of the northwest, will divide among them \$10,460 which was awarded for salvage claims against the steamship "Northwestern", operated by Alaska Steamship Company. The steamer became disabled near Cape Spencer on November 6, 1930, and was towed to safety at Dundas Bay by the fishing craft mentioned above.

NORMAN S. WRIGHT CO., whose Los Angeles, San Francisco and Seattle headquarters are sources of supply for fishermen of those regions, is reported to have enjoyed a fairly prosperous year during 1931 in spite of unfavorable business conditions. Although the general sales level was below that of 1930, sales of copper pipe and fittings, and also of refrigeration material, showed a decided increase. Collections are reported as fairly good.

Norman S. Wright Co. is representative for 20 firms whose products are purchased by fishermen. These organizations, and their products handled by Wright Co., are as follows: Anchor Sawmills Co., oars—Atlantic-Pacific Manufacturing Corp., life preservers and ring buoys; Bayonne Bolt Corp., nuts and bolts; Otto Bernz Co., Inc., gasoline torches; Coston Supply Co., distress signals; Delany & Co., hair batts; Demopolis Mills, calking cotton; Dry-Zero Corp., insulation; B. A. Hjorth & Co., gasoline stoves; Hooper Sons' Manufacturing Co., cotton duck; Thomas Laughlin Co., marine hardware.

Mueller Brass Co., copper pipe and streamline fittings; Perkins Marine Lamp Corp., marine lights; Rome-Turney Radiator Co., "Helicafin" tubing; John Rogers, Ltd., felt; Behr-Manning Corp., abrasives; United Wire & Supply Corp., refrigeration copper tubing; Wall Rope Works, Inc., oakum; H. H. Ward Co., cabinets; York Tack & Nail Works, copper cut nails.

Norman S. Wright and E. D. Law are executives in charge of the San Francisco offices. H. C. Donnels, Jr., and R. P. Ingebritsen are Los Angeles and Seattle district managers, respectively.

*This division of FISHERMEN SECTION
is official publication for Monterey Sardine
Fishermen's Organization*

MONTEREY

Breakwater History

BEHIND ERECTION of the new \$400,000 breakwater now under construction at Monterey there is an interesting history of six and one-half years of effort on the part of peninsula leaders to secure the barrier for protection of fishing fleets and other vessels which continually or occasionally use Monterey Bay as a harbor. A survey of the fight for the seawall, prepared by City Manager R. M. Dorton of Monterey, is reproduced from The Monterey Herald:

August 21, 1925: Notice of proposed abandonment of Monterey harbor project and permitting 30 days in which to present arguments.

September 10, 1925: Filed brief urging further consideration with district engineer.

September 14, 1925: Requested continuance of 30 days in which to submit further arguments.

October 20, 1925: Filed brief with photographs showing necessity for harbor protection.

January 15, 1926: Major Schulz filed report with board of army engineers re-

commending that Monterey harbor project not be abandoned.

January 22, 1926: Chief of engineers, U. S. Army, gave notice that the Monterey harbor project was excluded from projects recommended for abandonment.

February, 1926: Rivers and harbors committee passed resolution requesting army engineers to make resurvey of Monterey project. Major Schultz suggested that survey be made after completion of new wharf when opportunity was offered to develop greater tonnage.

December 9, 1926: Hearing arranged for February 11, 1927, at Monterey.

February 11, 1927: Public hearing held.

April 12, 1927: Resolution passed by state legislature urging congress to aid Monterey on breakwater project.

October, 1927: Board of army engineers ordered to make resurvey of harbor.

December 7, 1927: Notice from district engineer, Col. Jackson, asking for arguments supplementing arguments presented at hearing in February.

October 8, 1928: Received notice that district engineer, Major Ropes, had made

unfavorable recommendation.

October 11, 1928: Requested hearing before board of army engineers at Washington.

December, 1928: Mr. Crozier employed by city to assist in presentation of case before board.

March 26, 1929: Date of hearing set for April 17th at 9:00 a.m.

April 17, 1929: Hearing held in Washington.

November 4, 1929: Board of engineers recommended to congress that breakwater be constructed.

January 11, 1930: Committee on rivers and harbors in house unanimously approved project.

April 25, 1930: Rivers and harbors bill passes house.

June 20, 1930: Senate passes rivers and harbors bill.

July 4, 1930: President Hoover signed bill.

February 23, 1931: President Hoover signed army appropriation bill containing money for Monterey breakwater.

June 13, 1931: Bids opened and contract awarded to Guy F. Atkinson.

December 16, 1931: Work commenced on breakwater.

Original plans for the breakwater call for erection of a wall 1,300 feet long, 15

(Continued on Page 39)

TURCO

**Keeps fishing
boats spotlessly
clean at lowest
cost and with less work**

TURCO cleaning materials and methods stand "watch" against dirt and grease on your boat. Make TURCO a regular member of your crew and you'll steer a straight course to greater cleanliness and efficiency. Use TURCO in the galley—in the engine room—everywhere that dirt and grease accumulate. It's economical, cleans faster and better. Safe—because NON-INFLAMMABLE.

TURCO SERVICE MEN

OAKLAND
SAN DIEGO

PORTLAND
SEATTLE

LOS ANGELES
SAN FRANCISCO

TURCO PRODUCTS, Inc.
1512 Industrial St.
Los Angeles, Calif.

Send

\$2.00

Now!

and enjoy 13 issues of the most authoritative Commercial Fisheries Journal published on the West Coast.

WEST COAST FISHERIES
151 Fish Harbor Wharf - Terminal Island, Calif.

Lasting
BOTTOM PROTECTION

Keeps out worms—prevents barnacles and other growth—TARR & WONSON RACING COMPOUND. Costs a little more but is cheaper in the end.

TARR & WONSON, Ltd.
Gloucester, Mass.



FISHERIES SHORE GUIDE

SAN PEDRO—WILMINGTON

Auto Bodies and Tops

SAN PEDRO BODY & TOP SHOP.
Commercial Body Building.
Radiator Repairing.
130 N. Pacific Ave. Phone 3689.

Electric Contractor

SAN PEDRO ELECTRIC CO.
Wiring, Fixtures, Lamps.
Supplies, Repairs.
263 W. 6th St. Phone 884.

Fish and Ship Brokers

LUIS M. SALAZAR.
Unsurpassed Service on Mexican Clearances.
11 Cabrillo Theatre Building.
Telephone 5094.
San Pedro, Calif.

Machine Work

**ENGINEERS
MACHINISTS**
B STREET MACHINE WORKS
KELLEY METALS Phone 1666
527 West B St., Wilmington, Calif.

Marine Electricians

EXIDE BATTERIES
Ideal Motors—Generators
RUSS SCHWARZ
435 Avalon Blvd., Wilmington
Phone Wilm. 808. Nite L. B. 651-185

Marine Hardware

**MARINE
HARDWARE CO.**

FISHERMEN'S SUPPLIES

509 Beacon St. Phone 3220
San Pedro

Subscribe to
WEST COAST FISHERIES
MAGAZINE

Marine Ways

MARINE WAYS
Expert Boat Repairing
on
Wood or Steel Hulls
Handle up to 100' in length on
Marine Ways
Fishing and Pleasure Boats
For Sale
**COAST
BOAT WORKS**
1 Block South Coast Fishing Company
WILMINGTON CALIF.

Men's Clothing, Furnishings

BROWN BROS.
Hart-Schaffner-Marx Clothes
Florsheim Shoes, Stetson Hats.
109 W 6th St., 461 W 6th St., San Pedro.

Propeller Work

WILLIAM LAMBIE
Naval Architect
Lambie Propellers
Security First National Bank Bldg.
Phone 834 WILMINGTON, CAL.

THIRTEEN BARGAINS

for
\$2

Twelve regular issues and
the annual Deluxe Reference
Number of WEST COAST
FISHERIES

SUBSCRIBE NOW

Provisions

Wholesale Prices on
PROVISIONS to FISHING BOATS
Day and Night Service
TANNER BROS., INC.
633 Beacon St., San Pedro Phones 14-51-820

Physicians-Surgeons

DR. JOHN G. NORMAN.
129 West Sixth Street.
Office Phone 1636; Res. Phone 3621.

Radio Service

JOHNSON RADIO SERVICE.
362 6th St., San Pedro.
Majestic Radios, Radio Tubes and
Batteries.
Expert Service—All Makes Radios.

Sea Salvors

MERRITT, CHAPMAN & SCOTT
CORP.
San Pedro. 2880-Cable Ad. Merritt

Ship Blacksmithing

SAN PEDRO IRON WORKS.
W. H. Smith, Proprietor.
Acetylene Welding and Cutting.
Phone 311. 242 No. Harbor Blvd.
San Pedro, California.

Storage—Hauling

BELASCO TRANSFER.
Packing—Storing—Crating.
663 7th St. Tel. 3844—3845.

Steamship Agent

W. H. WICKERSHAM & CO.
Custom-House Broker.
Steamship Agent.
109 W. 7th St. Tel. 2498.

Typewriters

CHARWOOD TYPEWRITER CO.
Sold, Rented, Repaired, Exchanged.
Prompt, Expert Service.
274 W. 6th St. Phone 115.
San Pedro, California.

For the

CANNER
FISHERMAN
FISH WHOLESALE
FISH RETAILER
BROKER
JOBBER
EQUIPMENT PRODUCER
EQUIPMENT
PRODUCER
EQUIPMENT
DISTRIBUTOR

West Coast Fisheries magazine is indispensable. It's well-written articles and advertisements of substantial business firms make it the choice of the fisheries industries.

Send in your check for \$2
today to

WEST COAST FISHERIES
Terminal Island, California

*This division of FISHERMEN SECTION
is official publication for San Pedro Fisher-
men's Cooperative Association*

SAN PEDRO

Fishing Guild Expands

PURSE-SEINE FISHERMEN of San Pedro, who already have associated themselves closely with organizations of live-bait tunamen, now are effecting a close linking with small market craft, and the men who operate these. Membership of Fishermen's Co-operative Association, meeting in the club rooms of the guild on the afternoon of February 20, voted to correlate their union with the numerous fleet of local market craft, and to provide special facilities for the benefit of the new members.

"We already have completed negotiations for acquiring new and more commodious quarters," states Capt. Peter Dragich, Jr., president. "The large market and offices formerly occupied by Van Camp Organizations, Ltd., will become our home on the first of March.

"The arrangement between purse-seiners and market boats will be of important mutual advantage," stated John Mirkovich, manager of the Association. "In acquiring the facilities of our new location we have at our disposal our own ice-crusher, and, more important still, we have the big refrigerators and cold-storage rooms of the market. Here we can store 50 or 75 tons of fish, and perform an equalizing function which will tend to prevent gluts and consequent collapse of prices."

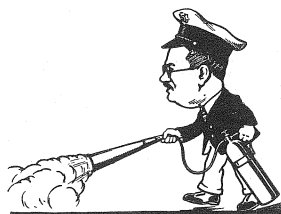
It is pointed out that sometimes purse-seiners arrive in port with 25 or 30 tons of market stock at the same time that a dozen small boats enter with a comparatively insignificant quantity. Because the little craft have their fares lying exposed on deck, they must sell immediately at whatever price is offered. When the quantity is considerable the quotation falls to a low point, and the purse-seiner loses heavily on his big load in consequence. By providing cold-storage facilities, the little boats will not be thrown upon the mercy of an over-stocked market, for their fish will be transferred into the chilling rooms until normal conditions prevail.

Whereas the purse-seine group com-

prising the Co-operative organization is almost wholly Slavic in composition, the market fleet is cosmopolitan, and contains Russian, Japanese, Swedish, Portuguese and other elements. Italian blood predominates, however, this being the

nationality which devotes itself especially to gill-netting activities.

Henceforward the Co-operative will be in position to ice its own boats, and to provide refrigerated storage for the fares produced.



LUX

CO₂

FIRE SYSTEMS

(Underwriters Approved)

Automatic and Manual Systems

LUX & FYRFREEZ

Hand Extinguishers

THE FATHOMETER

VALCOLITE CLEANER

YNCHAUSTI CORDAGE

Distributor for

NEW JERSEY BOTTOM PAINTS

Agents Being Appointed

Specializing in

FISH BOAT REFRIGERATION

PAUL W. HILLER

M. E.

WILMINGTON

334 Broad St.

Phone 1416

"GENOA," market boat operating out of San Pedro, was found drifting off Anacapa with its captain dead at the wheel. It was brought in on the morning of February 16 by a cutter from United States Coast Guard base. Coast guard officials stated that when they reached the craft its gillnet was set, so the operator apparently had died while engaged in fishing.

"BLACK CAT", 45-ft. gas-powered yacht now nearing completion at Robert's Landing, Wilmington, has been wired and electrically engineered through by Russ Schwarz. The owners are highly gratified, and declare themselves wholly satisfied with the workmanship put into the job.

This

Diesel Owner Hired Two

HEMPHILL GRADUATES

MANY Diesel Owners employ Hemphill Diesel Oper-

ators exclusively.

Dear Mr. Hemphill:

We are taking this opportunity in writing to you to express our appreciation for the training that we had in the Hemphill Diesel Engineering Schools under your supervision.

Since leaving the school, we are first and second engineers on a 150 H.P. Washington Estep tug.

Yours truly,

E. WIKEN,

Chief Engineer.

J. BRUASET,

Second Engineer.

They have learned from past experience that a Hemphill Operator will, through skilled care and operation, nearly pay his own salary by saving costly repair and maintenance bills.

Diesel Owners are inclined to look upon a Hemphill Operator's certificate as an insurance policy protecting the thousands of dollars representing their engine investment.

If **you** are a Diesel Owner you'll be much interested in our prompt employment service, with no cost to you, and convenient offices located in all principal West Coast cities.

Write for your free copy of "Diesel Engine—Prime Mover of Modern Industry" the most elaborate treatise ever published on Diesel Engine care, service and operation.

HEMPHILL DIESEL ENGINEERING SCHOOLS

Los Angeles, Calif.
2121 S. San Fernando Road

Seattle, Wash.
Westlake and Republican

Vancouver, B. C.
1043 Pender St. W.

EMPLOYMENT OFFICES

Los Angeles, Calif.
2121 S. San Fernando Road
C.A.p. 13933

San Francisco, Calif.
326 Market Street
Gar. 7881

Portland, Ore.
353 E. Burnside St.
East 2430

Seattle, Wash.
Westlake and Republican
Main 8216

Vancouver, B. C.
1043 Pender St. W.
Doug. 136

THE C. J. HENDRY COMPANY

*Pioneer Ship Chandlers and Fishermen's
Supply House of California*

RICHARD ("DICK") S. CROKER and Miss Annie R. Gillespie, both well-known staff members of California Fisheries Laboratory at Terminal Island, anticipated that fateful Leap Year Day by less than 10 hours when they were married in San Pedro on February 28. The wedding took place in the private residence of Dr. Guidinger, M. D., who is an old friend of the bride's family.

Maid-of-honor was Mrs. Catherine Dunn, an elder sister of Miss Annie; Mrs. Dunn is well known to all San Pedro cannery people because she is secretary and office manager of General Fisheries Corp., sardine, mackerel and tuna packer. Best man was Donald Croker, brother of the groom.

Half a hundred guests attended the enlacement, the parents and other close relatives of the groom having made the trip all the way from San Rafael, in northern California, to be present. The Gillespie household likewise was in attendance, as were many members of the staff of the State Fisheries Laboratory, where the couple first met.

Immediately following the ceremony the pair prepared to embark for a honeymoon trip in the groom's chariot, but before departure could be made it was necessary to bring up reinforcements to

Ederer Netting ---for All Kinds of Fishing

Our California Distributor
C. J. HENDRY CO.

carries in stock purse seine, round haul and gill nets, for Tuna, Barracuda, Mackerel and Sardine seining.

*Ederer Netting Is Cheapest
Because It Is Best*

R. J. EDERER CO.

Main Office and Factory
540-548 ORLEANS STREET
CHICAGO, ILLINOIS



"TOXICOP" is Woolsey's latest achievement in wood bottom paint. It is guaranteed under a written, 6 months' replacement guarantee to be positive poison and therefore 100% repellent to barnacles, teredos and marine growths of every description. It is furnished in two lasting and unchangeable colors—an attractive red and brown.

"Toxicop" has excellent body with copper plus content, gives smooth finish and is easy to apply. A "Toxicoped" bottom is a bottom clean as a whistle—always. A nine months' actual test under natural and subnormal conditions proved this conclusively.

"Toxicop" is furnished by Woolsey dealers in gallons, half gallons and quart cans, each can bearing the 6 months' guarantee.

"Toxicop" your boat bottom and forget that your boat has a bottom.

C. A. Woolsey Paint & Color Co.
Jersey City, N. J. San Francisco, Cal.

ROPE

BOASTING?

If we repeated all the kind words that fishermen have said about EXTRA SUPERIOR MANILA, about its phenomenal strength, durability, and flexibility, we might be accused of boasting. But boasting is unnecessary in either the written or spoken word. Each coil speaks with sincerity for itself. Specify EXTRA SUPERIOR MANILA.

TUBBS

CORDAGE COMPANY

San Francisco, California.

FISHERIES SHORE GUIDE

SAN DIEGO

Boat Builders

CAMPBELL MACHINE CO.

BOAT BUILDERS—MARINE WORK
Foot of Eighth St. San Diego

Marine Electricians

EXIDE BATTERIES

Ideal Motors, Generators

RUSS SCHWARZ

FISHERMEN'S WHARF, SAN DIEGO
Phone Main 9688—Nite 6605

Bottled Gas



Is the Safest

Marine Fuel

Burns a CLEAR
HOT
BLUE
FLAME

Cook With PROTANE GAS
Keep Your Galley COOL

Distributed by

BOTTLED GAS CO. of SAN DIEGO
Fisherman's Wharf M-1477

Club Boat Shop, Wilmington
Martin Newall, San Francisco

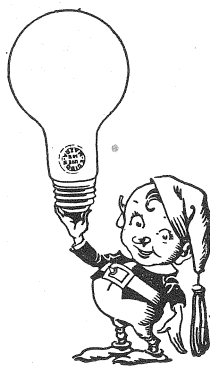
Ship Supplies

Buy

EDISON
MAZDA
LAMPS

COAST
ELECTRIC
COMPANY

SAN DIEGO



Crushed Ice

AMERICAN FISHERIES CO.

Always Ready

Two Automatic Ice Crushers

Instant Service

New Fishermen's Wharf
San Diego

Tanks

H. K. SHOCKEY, Prop.

Shockey Boiler Works

FUEL OIL TANKS

*Also Fish Cookers
for the Canning Trade*

125 Market Street
SAN DIEGO, CALIF.

Phone Main 4448

Fish and Ship Brokers

LUIS M. SALAZAR.

Unsurpassed Service on Mexican Clear-
ances.

Telephone M-1225.

San Diego, California.

306 Municipal Pier Building.

Ice and Cold Storage

CUYAMACA Distilled Water

*Best for Health
Best for Technical Purposes*

SAN DIEGO ICE &
COLD STORAGE CO.

67 Eighth St.

Main 0251

DEPRESSION

means

PROGRESS

to the business man who uses
up-to-date methods and pro-
gressive ideas. Latest news
of the fisheries is found in
West Coast Fisheries mag-
azine.

Subscribe Now

bail the rice out of the front seat and let go the long queues of tin cans, old shoes wash boards and bye-bye buggies that dangled from the running boards, fenders and rear axles of Lizzie. Finally the Mr. & Mrs. were on their way, parading out of town at the head of a cheering squadron that escorted them to the main highway that leads to the High Sierras.

Driving directly to Yosemite, the couple spent a vigorous three days in the cold altitudes. Dick thought six feet of snow was not so hot, but Annie, who once called herself Canadian, said it was a great tonic. They skated and tobaggoned and went for jaunts behind teams of sledge dogs and skied all over the hill-sides, then descended to more temperate zones. Motoring across to San Rafael, their advent at the family-seat of the House of Croker was the signal for a great celebration. The new daughter was welcomed into the clan, and the merriment and fun continued throughout three days.

Late on the night of March 9, the pair returned to San Pedro, where they will reside at 1019.5 Meyler Street. A hearty welcome awaited them when they arrived at the State Fisheries Laboratory next morning, where both are employed.

Mrs. Croker first entered fisheries work as one of the employees of the International Fisheries Commission of the United States and Mexico, in 1926. After about a year the commission was dissolved, and at that time she was taken over by the California Laboratory, she having in the meanwhile become famous for her abilities as mathematician and extraordinarily accurate statistician. Besides her very important help to the institution wherein she is a principal dependence in all matters touching computations, Annie has found time to take active part in social work in the harbor area.

Dick Croker is known as the mackerel man. He is the scientist who has been carrying on the life-history investigation of the local scombroid for the Laboratory. His first treatise now is complete, and will be published within a few weeks. In years to come Croker's study of the mackerel will serve as guidance for legislators who will concern themselves with the problem of continuing the supply of the important food fishes of the coastal waters. In addition to his mackerel investigation Croker has written concerning the California abalone industry, a paper of this sort having appeared in the California "Catch Bulletin." He first came to the Laboratory as a temporary worker during the summer of 1928, but became permanently employed there as ichthyologist and fisheries investigator in July, 1929.

JOHN RADOS, president of Harbor Boat Building Co., Terminal Island, California, learned during February that his 50-foot motorboat "Fredda," which was under charter to a Mexican organization, was lost at San Quintin Bay.

"DOLCE FAR NIENTE", foreign-built auxiliary yacht now owned in Santa Barbara, experienced an accident while being hauled out for wheel repairs. Sea water damaged generators and motors aboard, and these, as well as other electrical machinery aboard, required removal for overhaul. Russ Schwarz, electrical specialist of San Pedro and San Diego now is engaged with rewinding fields and armatures, and completely renewing the electrical distributing system aboard.

*This division of FISHERMEN SECTION
is the official publication of American Tuna
Fishermen's Association*

SAN DIEGO

CAPT. FRANK ACALIN, master of the combination ship bearing the family name, returned to San Pedro after a 23-day absence with 25 tons of yellowfin tuna aboard.

"We went south with our purse-seine, looking for market fish," says the energetic young captain. "At Cabo San Lucas very little fish of any kind was in sight, so we cruised up into the Gulf. Before reaching San Marcos Island we ran into a gale of wind, and of course there was no use staying out in a storm when no fish will show anyway, so we got under cover of land, and anchored. Bad weather kept up constantly, so we dropped back to southward and put in at Loreto where customs officers boarded us. Our papers were in order, so there was nothing they could do to us that time."

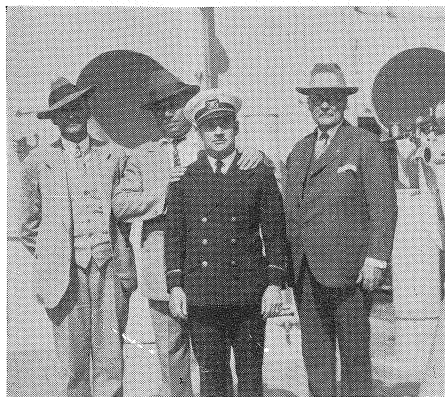
"People in Loreto told us that it has been a terrible winter for them. The wind has blown N and NE for weeks, bringing down upon them the cold air from the high New Mexico plateau. When we were there they told us that 15 shark-fishing canoes of the port had not dared to venture to sea in 25 days. Those people certainly are having a hard time. Northerly winds have resulted in serious drought; no rain has fallen all winter."

At Loreto were seen two Mexican coasters, stranded on the beach by the big chubasco or typhoon of last fall. One is about 50 feet long, the other about 65. They are said to have hailed from Topolobampo. The same blow that put them ashore flooded Loreto with two feet of water, and signs of the havoc wrought still are seen everywhere.

From Loreto "Acalin" returned to San Lucas Bank, where a few fish were seined each day. Coming home good weather was had from San Lucas to Magdalena Bay, but at that point head winds and large seas were encountered, and the skipper had to haul in close to shore. At night, when bucking foul weather about 25 miles north of Cerros Island, "Acalin" suddenly began making a lot of water, and investigation discovered a broken elbow in the 4-inch toilet pipe. Fortunately the entering water did not strike the fish, and the crew was able to bind up the break so that the leak was much reduced. "Acalin" arrived February 12, and was several days in disposing of its fare.

LOUIS BILLAN, San Pedro fisherman, caught a 25-foot shark on the first of March in the net with which he was attempting to secure a fare of barracuda off Point Dume, two miles from port. Billan managed to tow the big creature through the water, although it weighed in the neighborhood of four tons, and brought it to port. At Garbutt and Walsh's yards he hoisted it in the air so that he was able to untangle his net. It then was taken to Long Beach for exhibition.

SEA PRODUCTS, Inc., made what is believed to be the first shipment of smelt from Cordova, Alaska, to Seattle, Washington, at the end of January. Approximately two tons was sent south by boat.



Left to right: J. W. Kincade, Supt. of Ingle Mfg. Co., San Diego; Barney Rashin, chief machinist, U. S. Coast Guard; U. S. Coast Guard Officer Wilson; Finlay M. Drummond, president, Ingle Mfg. Company. Ingle ranges are installed aboard the 125-foot coast guard vessels "Bonham", "Alert" and "Montgomery" of San Pedro base.

Breakwater History

(Continued from Page 33)

feet wide at the top, 150 feet across at the bottom, 43 feet maximum depth and 10 feet above low tide (approximately four feet above high tide). To cover cost of erection, United States Congress set aside \$610,000.

When construction bids were called for, Guy F. Atkinson secured the contract with a figure slightly under \$400,000. Because of this unexpectedly low amount, Monterey city officials were led to hope that they might be able to influence the government to expend the difference between the cost and the appropriation to make the wall 400 feet longer. Since then it has been learned that this extension is not likely to be granted. Now the citizens are hoping that the money may be spent to make the breakwater higher, or to cap it with a cement crown.

THIS Home Owned and Operated Bank is appreciative of the Patronage received from Fishermen and the Fisheries Industry.

SECURITY TRUST & SAVINGS BANK OF SAN DIEGO

Main Office, S. W. Cor. Fifth Ave., at E, San Diego, Calif.

BRANCHES

Fifth at University Ave., San Diego
Chula Vista and Escondido

Thrifty Fishermen Choose

INGLE OIL FURNACES for their HOMES



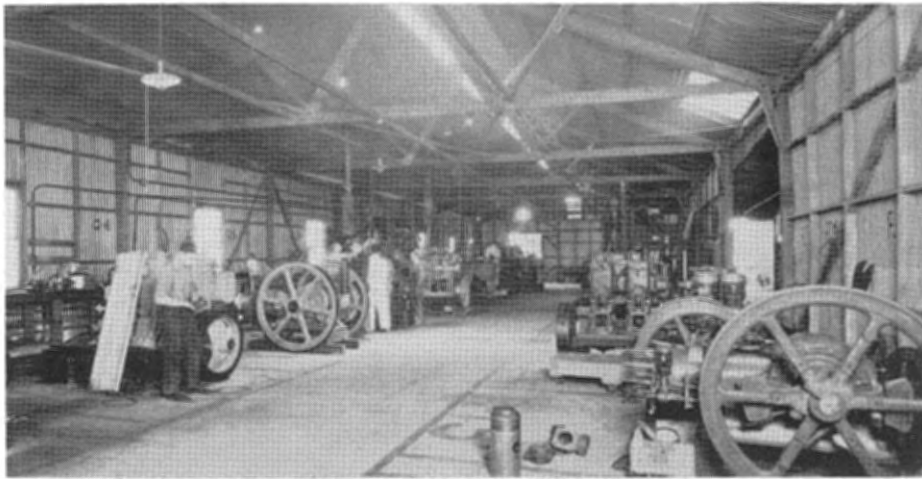
—burning distillate for fuel and equipped with the same famous Valjean Carburetor as the Ingle Ranges on their boats give them every advantage they look for. First there is a saving of 58% on fuel, an abundance of fresh, warm, moist air heating the whole house at even temperature and a noiseless, smokeless, sootless apparatus that is absolutely safe and can be made to operate automatically.

INGLE MANUFACTURING Co.

San Diego, California

*This division of FISHERMEN SECTION
is the official publication of Pacific Coast
Fishermen's Association*

SAN DIEGO



Part of the shop at the Los Angeles plant of Hemphill Diesel Engineering Schools. Students are shown gaining practical experience in repairing engines.

HEMPHILL Diesel Engineering Schools, whose institutions are located in Vancouver, B. C., Seattle, Washington, and Los Angeles, California, has put into effect a new licensing system which will be of considerable interest to fishermen and fishing vessel owners.

When a man completes his work in one of the Hemphill schools, he is given a series of examinations and practical tests of his knowledge and ingenuity. When he is able to pass these with a grade of 95 per cent perfect, he is granted a certificate as a Hemphill licensed diesel engineer. This document states his qualifications and limits the size of the engine (in horse-power) on which he may work. After he has had

one year of actual experience in operating a diesel, by producing documentary evidence of that fact and passing further tests his certificate is endorsed to show those facts and to qualify him to handle engines of three times the size of the former limit. When he is able to produce documentary evidence to show two years as chief engineer of a diesel of a certain horse-power or assistant engineer of an engine of double that size, that fact is recorded on his certificate and his qualification is increased to unlimited diesel horse-power.

"This service benefits both the engineer and the owner of the equipment he will handle," states Ralph Hemphill, president of the educational organization. "Our students are insured full recognition of their abilities, training and experience, the value of which is apparent. Owners

of diesel engines are protected from the danger of destruction of their property by untrained men, for these certificates show exactly how capable are those who carry them."

Hemphill Diesel Engineering Schools maintains employment services for its graduates. These are located in Vancouver, Seattle, Portland (Oregon), San Francisco and Los Angeles.

CAPT. JULIUS ZOLEZZI, skipper of the hand-liner "Loraine" of San Diego, already is dreaming of a larger boat. When he turned over the fine and able "Balboa" to his son, Capt. John Zolezzi, Julius thought that his days of hard life and long cruises were done. To make short trips of one or two days, to sleep in his bed ashore three or four times a week, to see his friends almost daily and to be done with the dangers of foreign waters—these seemed things to be wished-for.

But now the "Rock Cod King of San Diego" is longing for an abler keel, for he is tired of dangling hooks upon the same poorly-producing rocks. He wants to go down to Sacramento Reef again, and on south to the rocks that his years of prospecting have revealed to him there.

"Oh, my 'Loraine' is a first-class boat, and for a 38-footer I wouldn't ask for a better one. She has a 20-hp. 2-cyl. Standard engine, and everybody knows that to be a good machine. But I just gotta make longer trips, like I used to do!"

"**LATOUCHE**," Alaska Steamship Co. vessel operating out of Seattle, was the first cannery supply ship to leave the Washington port for the 1932 salmon season. It set sail for False Pass and Volcano Bay in Western Alaska on March 7 with a cargo of more than 11,000 feet of piling to be used in constructing salmon traps.



"Big Chief" COTTON GLOVES for All Fishermen

—with Indian Head trade mark. The word Fisherman on the label insures this special glove. See that you get it.

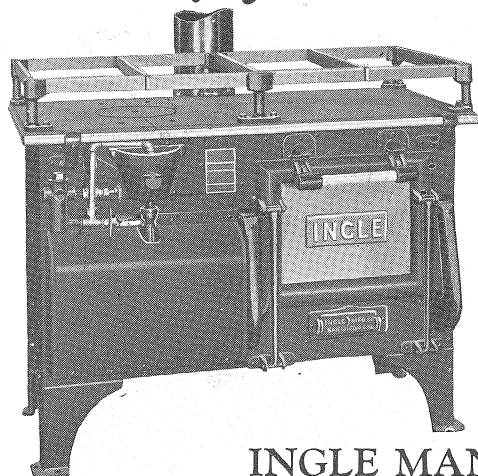
On Sale at Marine Supply Stores
Also CANNERS' GLOVES in light-weights—Japs', Boys' and Ladies' sizes carried in stock for immediate delivery.

SEATTLE GLOVE CO.

Seattle, Washington

Wholesale Only 519—12th St. South

Thrifty Fishermen Choose



INGLE RANGES

Ingle Ranges are equally adaptable for tropical, semi-tropical and also in the colder climates such as Alaska. Under date November 6, 1931, the W. J. Erskine Company of Kodiak, Alaska, writing to one of their friends say in their letter:

"We think it hardly necessary to dwell upon the virtues of Ingle ranges and heaters, both from a standpoint of convenience and economy. They have proved one hundred percent satisfactory here and their use is steadily increasing."

INGLE MANUFACTURING CO.

San Diego, California

FRESH FISH

Ireland's Salmon Fishery

SOME FEW HUNDRED years ago the salmon fisheries of northern Ireland were highly prized. Indeed, there was such great abundance of most wonderful salmon, and these were so justly esteemed by the Spaniards, that the latter annually sallied forth and sought out these rich and productive fishing grounds and poached upon these preserves, taking toll of the great schools of silvery beauties and carrying back with them to their native land vast stores.

Incidentally, at this same time the queen of England, Elizabeth, found herself in a grave financial impasse. Of money she had none, and Elizabeth and her cabinet ministers racked their brains to solve the problem of where to quickly secure some ready cash. One day the queen conceived the fertile idea that she would lease these Irish salmon fisheries to the Spaniards outright, and an envoy was dispatched, post haste, to Vigo, Spain, to make a treaty. The sum demanded in money for the lease of these fisheries was to be paid in golden doubloons, sufficient in quantity to cover the surface of the docks and quays located at the fisheries. With exceeding avidity did the Spaniards grasp the proffered chance; the deal was closed and the Spanish fishermen and factors loaded their boats with stores and supplies and great chests and trunks of gold and set sail forthwith for Ireland to take up their new acquisitions. Upon arrival at their destination they lost no time in making shore, and proceeded in haste to fulfill their part of the contract. Down on their knees they went and feverishly commenced to lay their golden coins side by side in rows upon rows—there seemed no end. It was a terribly big dock by that time, much larger than they recollected it to have been when last they saw it.

Queen Elizabeth was in desperate straits. Respite from her troubles she could not find. In a burst of anger she ordered her coach and, grasping her poodle, with Buckingham and the keeper of the privy purse, Sir John Fidgetbottom, in the dead of night, by the dark of the moon, they fled the city of London. Sweeping past the outer gates with muffled hoof, they dashed across the country, crossed the Irish sea and sped on north—on to the scene of the fisheries. She would be there herself, she said, to see the work along, and perhaps find solace for her torn and shattered nerves.

The scene that met their eyes as they stood upon the eminence and surveyed the prospect that lay before them was bright and the sun shone down in all its glory, and the reflected golden sheen was cast in rippling scintillation across the amber and purple depths of the limpid ocean out beyond. The work of covering the docks and wharves with the golden coins was going apace. Elizabeth and Buckingham, and the keeper of the privy purse, Sir John Fidgetbottom, rubbed their hands in greedy anticipation

WEST COAST FISHERIES
here reproduces the major part of a speech made by Charles Feller, head of the firm which bears his name, in Marshfield, Oregon on February 6, 1932. Mr. Feller's remarks cast light upon an interesting period of history as well as make entertaining reading for the fisheries industries.

—THE EDITORS.

of the treasure that so soon should be theirs.

No questions asked whence these Spaniards got their Gold! What concern to these English?—though it be the plunder



Charles Feller, head of the firm of the same name in Marshfield Oregon.

of the Americas,—the booty of those lustful hordes bearing down upon the Aztec tribes and in torture, rape and murder wresting from these unfortunate peoples the ingot piles from hidden vault and temple!

For a moment, Buckingham, that sly and crafty fellow, stood beside the queen, twirling his moustachios and playing idly with the gem-studded hilt of the dagger at his belt. Drawing closer, he said: "Dost thou perchance see what I do? Reflect one moment upon the eagerness with which those Spanish knaves did hasten to make this treaty, and observe thou closely yet the unwonted speed with which they would execute their distasteful task of covering these docks with their gold. . . . Does it not seem perhaps that they have bargained well and muchly to their liking? We have asked too little. These salmons are worth more.

What can we do? These thieves must not be left to cheat us thus!"

Astute and clever though Buckingham was, he was no match for Elizabeth. Not a word did she utter, but there was a glint in her eye that boded no good for those Spanish sailormen. She cursed them under her breath — those Spanish dogs, those scullions of a bastard race, for the rascals that they were, and spat upon them. . . .

The coins were almost laid, the docks were covered. The English super-visitors were busy inspecting to see that not one crevice, nook or cranny was left bare. The last coin was in place, and the Spaniards rose from their labors, stretched their limbs and shook the dust from their garments. The Clerk stepped forward with parchment and seal, and was about to offer to the queen the quill with which to impress her royal signature upon the final documents, when, to the consternation of Spaniards and all present her majesty advanced and with angry mien and imperious gesture cried: "Stop! Stop! 'Tis enough I've seen. It is sufficient. What insult this that ye would perpetrate toward our person. When we did stoop to treat with ye, so did we no less expect that ye would lay your native chaffiness the while aside, and fulfill the clauses of this contract in honorable and upright manner and with due regard to our exalted station. . . . Not one hundredth part of the gold is here. And with what further conceit and subterfuge have ye yet sought to pay the contract monies as set forth within yon documents? It is our interpretation of the tenets of this treaty that the coins be set on edge. On pain of death let no man touch yon gold. Be gone, ye crooks and grafters. Away and to your ships, ye varlets, e'er I unleash my dogs of war upon ye and let swift justice visit a bloody punishment upon your craven souls. This Gold is forfeit to the Crown. I am the Queen. My word is law!"

There was nothing else for the Spaniards to do but to beat an ignominious retreat. Taking to their vessels, they sailed back to Spain, to Vigo.

And you will all remember how soon afterwards that mighty fleet of ships, the Spanish Armada, weighed anchor and, leaving the ports of Spain, sallied forth and sailed towards England, swearing vengeance upon that haughty queen who had so arrogantly insulted their dignity and caused such grievous losses to the fish factors of Vigo. And you will recall how the British fleet, laying in the roadstead at Plymouth was caught while Sir Francis Drake was playing bowls on the greensward o'top the cliffs overlooking Plymouth Sound. How eventually the British went forth and beat the Spaniards and their ships were scattered to all four quarters, some being cast ashore while

SEED OYSTERS

International Oyster Co.,
Ltd.

Tokio and Matsushima, Japan

Largest growers Japanese Seed Oysters in Japan. Under supervision Japanese Bureau Fisheries. First prize 1930 Tokyo Oyster Exposition. Original exporters, oyster seed to the U. S. Shipped direct to grower via fast steamer, 12,000 to 15,000 count per case.

*Noted For Their
Excellent Flavor*

U. S. Distributors

**MUTUAL SUPPLY CO.,
Inc.**

444 SANSOME STREET
SAN FRANCISCO, CALIF.

OYSTERS

—from the largest eastern growers. First quality of all grades. Our large supply insures you prompt delivery.



Distributors of

*Fresh
Frozen
Cured
FISH*

Car Lots a Specialty

**A. K.
KOULOURIS
COMPANY, LTD.**

604 E. Fourth St. VAndike 3067
Los Angeles, California



M. N. BLUMENTHAL
California Distributor
405 Stanford Los Angeles

E. J. WHITMAN, President

**HAINES
OYSTER CO.**

Est. 1892

**Largest shippers of Shellfish
on the Pacific Coast**

Puget Sound Scallops, Shrimpmeat,
Crabmeat, Olympia Oysters, Rock Point
Oysters, Deep Sea Crabs, Clams and
All Other Shellfish

Quality Always

Pier No. 12
SEATTLE, WASHINGTON
Telephone Eliot 0954

Try the Newest Sea Foods
**"D-D" BRAND
OYSTERS**

—from America's Most Modern and Sanitary Raw Oyster Plant,—Capacity 2000 gallons daily. These have the fresh flavor of the sea—outsell all competition—Try our newest Seafood, "The Daily Dozen" (Reg. U. S. Pat. Off.) Telegraph—

**PLANTERS
OYSTER CO., Inc.**
PORT NORRIS, N. J.

LOBSTERS

Alive and Cooked

Although specializing in Lobsters, we also ship all kinds of California Sea-Foods everywhere and guarantee you par-excellent service. Special attention given to standing orders. Wire for our quotations.

S. LARCO FISH CO.

Established 1870
214 State Street
Santa Barbara, Calif.

others sought refuge in the ports of Holland and of Denmark. A few fled for their lives north past the Shetland Islands and around the uttermost points of the rugged coast of Scotland, to find final sanctuary in the happy protection of the verdant shores of Erin.

But the romance in all these things does not lie so much in the schemes and doings of the principal actors of this story as it does in the fortune of those battle-scarred warriors who landed in Ireland to rest their weary bodies and seek succor for their wounds. The alluring charm, the liquid violet eyes, and the flashing beauty of the Irish maidens, framed in a setting of transcendent and exquisite natural splendor, worked their potent magic on the hearts of many a swarthy son of Spain, and in marital bliss brought together the grandest qualities of these two peoples. The Spanish influence lives today in many a proud family of the Emerald Isle and shall be carried forward to the last generations in the descendants of the Donovons, the Donnelleys, and the Dugans, and is everlastingly embossed in the fair name of County Donegal.

*Washington State Health
Certificate No. 3*

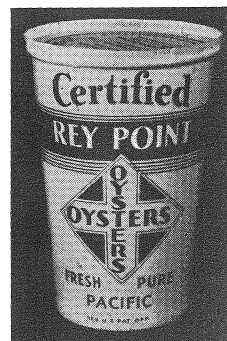
**J. J. BRENNER
OYSTER CO.**

Established 1893

Growers and Wholesale Shippers
of the

**Famous Fresh Olympia
Oysters, Clams and Pacific
Indian Rock Oysters**

502 Fourth Ave. West
Olympia, Washington



**"REY
POINT"**

**O
Y
S
T
E
R
S**

From our own beds at Elkhorn Inlet, Monterey Bay, California. Superior in Texture, Appearance and Flavor. Quarts, Pints and ½ Pints in attractive lithographed containers, also Gallons and ½ Gallons in tins.

Distributed by
San Francisco International Fish Co., San Francisco; Santa Cruz & Monterey; Bay Cities Oyster Co., San Francisco; Meredith Fish Co., Sacramento, and A. K. Koulouris Co., Ltd., Los Angeles, California.

**WEST COAST
OYSTER FARMS, Ltd.**
535 Washington St., San Francisco

A special division of FRESH FISH SECTION
devoted to shrimp, crab, lobster, oysters, clams
and other shellfish.

SHELLFISH

FRANK H. ELSWORTH, president of J. & J. W. Elsworth Co., New York, makes some interesting comments on the value of seafoods, and particularly of oysters, in a recent dispatch to WCF.

"Seafood has such qualities that it should be used by all human beings at all times," he states. "It contains vitamins necessary to balance the diet. It gives health, power and vigor to the human body. Medical men know the value of and recommend seafood. Woman, whose pride is her sylph-like form, should eat seafood in order to retain it. People living inland far from the sea should partake liberally of this type of comestible in order to derive the benefits of iodine contained in it. In children it helps to build the teeth and body.

"Our native Indians consumed immense quantities of seafood, as shown by the mounds of oyster shells (called kitchen middens) found all over the West. Our Indians were healthy, vigorous and long-lived.

"Probably the most valuable of all seafoods is the oyster. It is low in price, always appetizing and extremely healthful. It has been well said: 'A dozen a day keeps the doctor away.'

"The most effective way of increasing the consumption of seafoods is to advertise them. Today they are handled so that the public receive fish without waste—clean meat, without skin, bones or shell. This food should be eaten daily instead of only on Fridays, as is the case in many families."

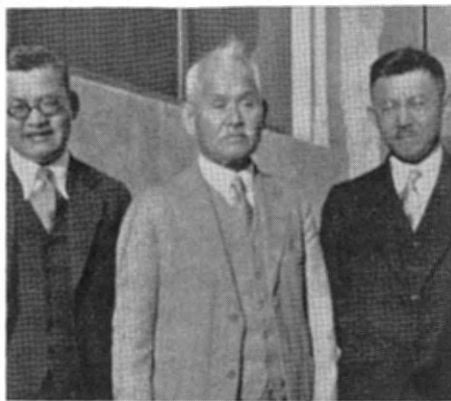
CLAM CONSERVATION is necessary if later generations are to have the opportunity to enjoy this delicacy of the sea beaches, believes Judge William E. Campbell of Montesano, Washington. In a statement to the press in regard to Grays Harbor conditions Judge Campbell says:

"Unless there is some different plan of handling clam conservation, the first thing we know there will be no more clams. They were put on the beaches by nature and have been there for untold ages. Yet in a few short years, man has made great inroads into their number and bids fair to destroy them before long.

"I believe that if provisions were made whereby a certain section of both the north and south beaches could be closed for a period of five years and no one allowed to dig clams there this great natural resource could be saved.

"The closed section could be opened at the end of the five year period and another section closed so that perpetual rotation of supply could be maintained." This method now is being used on California beds and is said to be obtaining favorable results.

WEST COAST Oyster Farms, producers of Pacific transplant oysters in Elkhorn Inlet, California, announces appointment of Paul W. Lownsbey as sales director. Lownsbey's experience in merchandising has been long and varied, and it is expected that he will prove a valuable acquisition to the distributors of "Rey Point" oysters.



S. Togasaki, K. Togasaki, Sr., and K. Togasaki, Jr., officers of Mutual Supply Company. Their firm distributes seed oysters imported from Japan.

GRAYS HARBOR clam canners are taking steps to protect beds of the vicinity from the influx of transient diggers, who appear every year to dig bivalves and sell them to the packing houses. Arrival of these seasonal workers is unwelcome for a number of reasons. They annoy the canners, who could obtain adequate supplies of raw material from local diggers. They become a charge upon charitable institutions of the vicinity, since generally they are unable to obtain sufficient revenue from sale of clams to pay their living expenses. They also tend to deplete the banks, through wasteful methods of digging due to inexperience.

The clam canners hope to establish a central bureau to handle clam diggers and to buy only from workers recognized by this agency.

CAPT. O. W. WOOD, of Alaska has established a new shellfish-packing industry in the vicinity of Juneau, and plans to produce canned shrimp, crab and clams. His production so far has been limited to clams, for which he is reported to have found a satisfactory market. In securing distribution of this product, he found that there existed opportunity for sale of the two other types of seafood, and he therefore expects to add them to his line.

"I will purchase all shrimp and crab meat offered," he is quoted as saying in The Ketchikan Chronicle. "As there is ample supply of both of these in nearby waters, I am confident that I shall have no difficulty in building up a substantial industry. For the present I shall put 15 pickers to work and I am sure that the number of employees will be increased steadily. All local people will be given preference."

Capt. Wood recently purchased a ship and outfitted it as a floating clam factory. Apparently the plan of packing aboard ship is proving successful, as his early pack of shrimp and crab is being put up on a barge. However, he expects to put in a shore plant later. At present he is packing his fish in one- and five-pound tins.

FOODS of the highest quality and service, backed by honest and reliable producers from coast to coast, are demanded by the buying public from the free-swimming and shellfish industries of the United States, believes Frederick F. East, general manager of Planters Oyster Co., Inc., Port Norris, New Jersey.

"Camouflaging and false propaganda, as well as unfair business practices, have had a demoralizing effect upon sales and consumption of fish and oysters," he states. "The most pronounced cause of sales decline is stale food, a condition blamable equally upon producers and retailers. To create demand and to increase sales it is essential that both producer and retailer use good common sense and see that their foods are produced, packed and kept fresh and pure in quality. They should dump all questionable foods instead of offering them for sale. Not doing so is destroying the market values of fresh foods, for they must compete in price with unreliable and questionable products which should have been destroyed.

"When dealers put into effect the above business methods, we shall find increased sales and values under all circumstances."

Planters Oysters Co. markets its oysters under the brand name, "Daily Dozen."

FRANK HAEGELE, operator of "The Skipper's" establishment at Sunset Beach, California, has been granted Oyster Bed Certificate Number Eight by California State Board of Health. The document, issued on February 24, covers 250 acres at Sunset Beach, taking in all of Anaheim Bay.

Haegele states that the Anaheim Bay beds in past years were great producing areas for the native oyster (*Ostrea lurida*). Today between 50,000 and 100,000 bushels of the small natives are growing on the grounds, according to H. C. McMillan, United States Bureau of Fisheries representative who has made a study of the area.

Growth of the oysters is aided, according to Haegele, by gathering them up at regular intervals, breaking the clusters apart and then throwing them back into the water again. This process permits freer development than is possible when they are crowded together in groups. It takes about two years for the local species to reach maturity in these waters.

"We are selling some of the shellfish now," states the manager of the beds. "Our marketing plans call for distribution both in the shell and shucked."

PACIFIC AMERICAN Fisheries, a holding corporation with headquarters in Bellingham, Washington, will operate eight Alaskan canneries during 1932. These include Alitak and Zachar Bay, Kodiak Island; Squaw Harbor and Ikatana, Alaska peninsula; Port Moller, Naknek and Nushagak on the coast of Bering Sea; Annette Island, Southeastern Alaska. "North King," company steamer, will leave Bellingham March 26 with supplies and men for its first northward trip of the season.

*This division of FRESH FISH SECTION
relates news of distribution and products in
Alaska, British Columbia, Washington*

NORTHWEST

DETAILED PLANS were put in shape by Dominion Department of Fisheries for the campaign decided upon recently to widen Canadian popular knowledge of the value of fish foods and to increase demand for products of the Dominion's fishing industry. The campaign will include radio addresses, a series of fish cookery demonstrations in different parts of the country and publication of an authoritative booklet on fish cookery.

Mrs. Evelene Spencer, recognized as one of the continent's best authorities on fish cookery, has been engaged by the department to begin radio talks and cookery demonstrations. Should circumstances warrant, a second expert also may be employed. Mrs. Spencer, a Canadian woman of wide and successful experience in such work both in Canada and the United States, reported for duty at Ottawa recently and plans have been completed for the earlier part of her program. Her first demonstrations were given in Ottawa at the beginning of February. Subsequently, she was to go to numerous other places, giving addresses on fish foods and demonstrating proven methods of utilizing them in preparing tasty dishes. Extensive use of the radio will be an important part of her work, and among the first of the addresses which she gave over the air was one early in February over a nation-wide "hook-up."

COLUMBIA RIVER fishermen have been busy during the past two months catching eulachon or "smelt" from streams of the Columbia River system. Both Washington and Oregon fresh fish dealers have been receiving quantities of the fish and have been distributing over wide territories.

A heavy run set in in January and has continued, with some variations, since that time. Unemployed persons have joined with commercial fishermen in securing catches. Prices dropped so low late in January that commercial operators stopped work. They later made an agreement not to fish whenever offers made to them dropped below two cents per pound.

Motorists from Oregon and Washington frequently drive to the Cowlitz or other streams tributary to the Columbia system and take home loads of fish for home consumption. A limit of 20 pounds a day is imposed.

Washington State Department of Fisheries has been experimenting with a program of planting smelt in streams flowing into Puget Sound. Several years ago Nisqually River was planted but the work was not particularly successful. It is expected that eulachon spawn will be hatched in the state plant on Kalama River and planted in Snohomish and Skagit rivers. Scientists believe the species to have a four-year cycle of spawning similar to certain species of salmon.

WHIZ FISH PRODUCTS, Inc., underwent plant expansion during the past two months. "We must have more room," explained Harry Alhadeff, "and so we decided to utilize the overhead space and convert it into a loft where we can put the employees' dressing room and other facilities which take up valuable floor space badly needed for handling of fish."

PETERSBURG (Alaska) Cold Storage Co. handled more than 2,000,000 pounds of fishery products during 1931, according to the report made at the recent annual meeting of stockholders. Of this total 1,250,000 pounds was of halibut and salmon, the remainder being 900,000 pounds of herring. During the year more than \$30,000 was spent in doubling the storage capacity of the plant, which now will hold 2,500,000 pounds of seafood.

Officers, most of whom have headed the company since its founding, all were re-elected. They include T. S. Elsemere, president; J. L. MacKetchnie, treasurer; Frederick Nelson, secretary; Andrew Johnson, Sverre Johansen, John Molver and Jacob Hansen, directors.

TROLLMEN of Grays Harbor began operating their boats in deep water salmon fishing during early March. Catches landed at Westport have been of satisfactory volume and the fish is reported to be in good shape. Prices paid at the first of the month were 11 cents per pound but later dropped to 8.

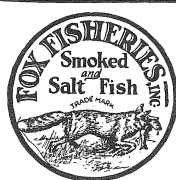
MORE THAN 50,000,000 salmon eggs were collected during 1931 by the fish culture staff of Oregon Fish Commission under the direction of Hugh Mitchell, superintendent. Although low water handicapped spawning operations, the take was quite satisfactory, according to governmental officials. The year's collections were as follows:

Spring chinook (also known as spring or king), 25,479,227; fall chinook, 3,901,310; silver or coho, 14,540,710; blueback (a species of sockeye or Alaska red), 35,500; landlocked blueback, 1,530,320; sockeyes, 108,000; steelhead trout, 5,208,808.

McKenzie, Willamette, Santiam, Bonneville, Klaskanine, Coos, Wallowa, Trask, Nestucca, Herman Creek, South Santiam, Alsea, Siuslaw and Coquille stations were operated.

ALASKA Chamber of Commerce is asking salmon cannery of the territory to employ as much Alaskan labor as possible. The chamber has arranged to have its branches survey labor conditions in their districts and report how many workers will be available for packing plants; it hopes to see all Alaska's unemployed with jobs this summer.

PORT OF SEATTLE has issued an unusually good-looking and complete yearbook of its 1931 activities. Facts and figures supply reliable information, and a tasteful array of fine pictures serves to give graphic illustration of this material. A considerable space is devoted to facilities used by the fisheries industries.



**IMPORTERS
and
EXPORTERS**
Pier D—Seattle

Wholesale Shippers of
**Fresh—
Frozen—
Smoked— FISH**
Specializing in Puget Sound Salmon
Tacoma Fish & Packing Co.
1107 Dock Street, Tacoma, Washington

*Main Place for Seafood
Wholesale Shippers*

**MAIN
FISH CO., Inc.**

*WE CARRY A FULL LINE
....OF CALIFORNIA FISH....*

Exporters of Gulf Shrimp, Dry Salt
Salmon and Salmon Caviar

NEW LOCATION SEATTLE, WASH.
111 RAILROAD AVE. ELIOT 0681-2

FRESH FISH LANDINGS at Seattle, Washington, during January, 1932, amounted to 46,170 pounds; of this, 28,900, valued at \$1,849, was "lingcod", and 17,270 pounds, valued at \$1,138, included species of rockfishes. Seattle wholesale dealers during that time received 139,384 pounds of fish, valued at \$5,717. The largest single item was 3,129 dozen crabs, flounders being the next most important item.

During 1931 landings were reported as 37,100 pounds, and receipts by dealers as 164,952 pounds.

FRESH SOCKEYE salmon hereafter may be exported from British Columbia after September 15 of each year, according to a recent governmental order-in-council which amends British Columbia fishing regulations. Before this time it has been illegal to export sockeye except that which has been frozen, salted, smoked, cured or canned. The measure was adopted to aid Fraser River fishermen, who have been confronted with the problem of disposing of their catches to other buyers than the cannery. Salmon packing in British Columbia has been greatly curtailed of late.

FRESH FISH DEALERS and cannery of the United States might profit from the plan recently adopted in Germany to promote sale of canned foods. German packers, in an advertising campaign to increase sale of their goods, have suggested that housewives establish savings accounts with grocers. These are paid in small amounts from time to time, so that when special need arises there is surplus on hand to take care of it.

*This division of FRESH FISH SECTION
is of interest to Oregon distributors and pro-
ducers of fresh seafoods*

OREGON

Unusual Product

COAST FISHERIES, wholesale sea-food production and distribution firm of which Clyde Chase is manager, has been shipping a new product from its plant at Reedsport, Oregon. The product is jerked "smelt", or eulachon, and it has been received by the trade with unusual enthusiasm, according to officials of the company.

Six smoke houses have been erected to process the eulachon, with a capacity of 2,000 pounds a week. In these the fish is handled much the same as is jerked salmon. Proper-sized pieces are cleaned and prepared for smoking by being rolled in sugar and salt. They then are placed in the kilns on screened trays and are subjected to the smoke of dry alder and later of green maple. Scientific cooling and wrapping of the product add additional sales appeal, it is said.

"Jerked smelt" was introduced to Washington, Oregon and California sea-food organizations about the first of February. At that time production was limited by the fact that only gillnet-caught fish was available, but later augmentation of raw material through dipnet operations has permitted enlargement of amounts available for distribution. An exceptionally heavy run of fish entered Cowlitz River (tributary to the Columbia system) on February 23, causing a drop in price and enabling expansion of Coast Fisheries' operations. Since that time the firm's smoke-houses have been running at capacity, but the demand has been sufficient to justify this development.

The fish is marketed under the "C-Coast" label recently adopted by Coast

Fisheries and announced in the 1931-32 DE LUXE REFERENCE NUMBER of WCF. It is shipped by truck to Washington, Oregon and California cities.

The Oregon organization also is keeping busy on other products, according to Manager Chase. "The weather has settled here now and the boats are getting rigged up to go outside for fishing," he

stated on February 23. "Several heavy catches of scrap-fish have come in during the past few days. Present indications are for an early season for ocean-caught fish.

"We are entirely cleaned up on our pack of frozen salmon. We could have sold double the amount that we had if we had put it up. During the next 60 days we expect to double the capacity of our freezer in anticipation of handling a larger volume during the coming season."



Introducing
Jerked SMELT!
a brand new delicacy

—and WHAT a delicacy! Heavy demand for this new product is already being supplied. Experimental markets have entered large repeat orders. The always delicious flavor of the smelt has been given a new piquancy by our own jerking process. Increase profits—send for quotations on trial order today!

**J. E. LAWRENCE
& CO.**

Merchandise Brokers

**General Sea Foods and Fish
Products**

242 SALMON ST. PORTLAND, OREGON

The Oregon Fish Co.

COLUMBIA RIVER SMELTS

Also Wholesale Dealers and Shippers
Fresh, Salt and Smoked Fish, Crabs, Clams,
Oysters and Various Sea Foods

Telephone Atwater 5127

143 Front Street, Portland, Ore.

Established 1914

J. H. REEVES

Wholesale Fresh Fish Broker

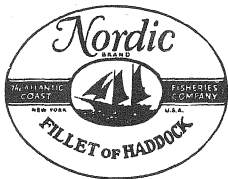
809 N. E. 76th St.
Portland, Oregon

COAST FISHERIES
Reedsport, Oregon

HI-SEA BRAND**HIGHEST QUALITY****ABALONE**

In 5 and 10 Pound Boxes

Direct from Packer

*Standing Orders
Solicited***HIGASHI FISH COMPANY**
Monterey, Cal.**San Francisco
International
Fish Co.**535-39 Washington St.,
San Francisco, Calif.

California's Largest
Producers and Whole-
salers. Maintaining
nine branch houses and
a large fleet of trawlers.
Domestic and export
shipments, all varieties.

Nationwide Shippers of
*Fresh and Mild Cured***SALMON**

+

*Fresh, Mild-Cured
and Smoked***FISH**

+

*First Grade Sliced***ABALONE**

+

*Operating the
Most Modern
Type of
Diesel Trawlers**Main Office - - 542 Clay St.
San Francisco, Calif.*BRANCHES: Oakland, Monterey,
Pittsburg, Eureka, Santa Cruz,
Point Reyes.**WESTERN
CALIFORNIA
FISH CO.***General Offices*
556-566 CLAY STREET
SAN FRANCISCO**Cal-Pac***Brand***West-Cal***Brand**Fresh, Frozen, Salt,
Smoked, Canned***FISH***We Operate Our Own
Trawlers*BRANCHES: Eureka, Oakland,
Pittsburg, Del Monte Fishing &
Packing Co., Monterey.**HENRY DOWDEN & CO.**
BROKERS
*Marine Products*598 CLAY STREET
SAN FRANCISCO, CALIF.TELEPHONE
DAVENPORT
6820

*This division of FRESH FISH SECTION
is of interest to the Northern California pro-
ducers and distributors of fresh seafoods*

NO. CALIFORNIA

LIONEL SHATZ, secretary-treasurer of A. Paladini, Inc., San Francisco wholesale fresh fish production and distribution organization, reports that Lent has resulted in increased sales volume for his firm this season. "We have had a nice increase since the beginning of Lent," he states, "the greater percentage of which undoubtedly is due to the influence of religious observance. We only hope that after Lent is over the demand will be sustained, failing which we will have to get out and dig."

THIRTY-EIGHT motor truck lines, now engaged in hauling freight, produce, fishery products and other goods along West Coast highways between Seattle, Portland, San Francisco and San Pedro, are completing plans for consolidation and expansion of their services. Headquarters are to be established in San Francisco, it is understood, and delivery routes not only will cover the entire coast but also points in Idaho, Nevada, Arizona and Texas.

A number of these lines at present are engaged in carrying fishery products from San Pedro, San Francisco, Seattle and other important points of production to other cities with lesser fishery resources. It is expected that the consolidated organization will be able to give faster and less expensive service to fish shippers.

"A DISTRIBUTIONAL LIST of the Species of Freshwater Fishes Known to Occur in California" is the title of a 68-page publication recently issued as Fish Bulletin No. 35 of California State Division of Fish & Game, San Francisco. The authors are Barton Warren Evermann, A. M., Ph.D., LL.D., director of the state museum and aquarium, and Howard Walton Clark, A.M., assistant curator of the department of fishes of California Academy of Sciences. Evermann, with the late Dr. David Starr Jordan of Stanford University, has been responsible for clearing away much of the confusion which has encompassed scientific knowledge of California's fisheries and is recognized as one of the foremost authorities in such matters.

"Soon after coming to California in 1914," states the introduction, "the senior author of this report began compiling the locality records of the freshwater fishes of the state with the ultimate object in view of preparing a distributional catalogue of the species that have been recorded from definite localities in California." The present publication is a result of that work.

DRYICE CORPORATION of America, with headquarters in New York City, recently attempted to secure exclusive right to use of the term "dry ice" to describe refrigerant made from solid carbonic gas. U. S. Circuit Court of Appeals ruled that the words "dry ice" may be applied by any company to such a product.

Solid carbonic gas is used by fish shippers of California, Oregon and Washington in refrigerated trucks, airplane shipments and on other occasions in which space and weight are important.

MONTEREY fresh fish dealers for some time have been bothered by competition from peddlers who purchase seafoods from fishermen after the established distributive firms have closed for the night. These transactions take place between 10 p.m. and 3 a.m., and permit the peddlers to transport their fares to San Francisco and sell at low prices in advance of the dealers. The trouble has been especially noticeable during squid season.

To eliminate this practice, gates have been installed at the entrances of the two Monterey wharves and Noah Matthews, who in July became manager of Fishermen's Wharf, is in charge of these. Preventing the peddlers from using the wharves has eliminated all but those who have legitimate business relations with the wholesalers and has been a factor of importance in stabilizing the market for Monterey fresh fish.

SHRIMP-CANNING in Louisiana and Mississippi, where a large portion of the Gulf of Mexico's entire production is handled, came to a halt on February 10, and was not to have recommenced until March 15. This action came about as a result of a meeting between Louisiana Department of Conservation and Mississippi Sea Food Commission, and closure of the fishery was determined upon as a measure to strengthen the market and stabilize prices.

Representing Louisiana at the meeting were James P. Guillot, secretary; J. B. Dauenhauer, director of Fisheries Division; James N. McConnell, director of Oyster Division; W. G. Rankin, auditor, Department of Conservation. Their action subsequently was approved by Robert S. Maestri, Louisiana Commissioner of Conservation. Mississippi delegates were R. M. Blaize, chairman; Commissioners R. A. Roberts, H. M. Russell, L. Hahn and Victor Smith; Sr.; W. J. Grant, secretary; Louis Slaething, chief inspector; W. Lee Guice, attorney.

Established 1918 Telephone 864

SAN LUIS FISH CO.

Wholesale Shippers of Fresh Fish, Shell Fish and Abalone in the shell and sliced

581 Dana Street, P. O. Box 305
San Luis Obispo, California

T. HAMAGUCHI, Prop.
Market Phone, 196 Residence Phone, 2372

CENTRAL CALIFORNIA FISH CO.

Wholesale Fish Dealers of every variety of Fresh Fish caught in Monterey Bay
CITY WHARF - - MONTEREY, CALIF.

Oakland Fish Co.

WHOLESALE

Fresh, Salt, Dried

Note: We buy Barracuda, Yellowtail, Sea Bass, Bonito, Jewfish for salt. Producers quote us prices per ton.

505 Washington St., Oakland, Cal.

MEREDITH FISH CO.

Wholesalers—Specializing in

CAT FISH

116 Eye St., Sacramento, Calif.

SANTA CRUZ FISHERIES

A Cooperatively Owned
Association
Wholesale

FRESH FISH

Municipal Wharf, Santa Cruz

I. TAKIGAWA, Pres., Mgr.

PACIFIC MUTUAL FISH CO., Inc.

FRESH FISH

Telephone 368 P. O. Box T
Cable Address "Pac-Mutual"
23-25-27 MUNICIPAL WHARF
Monterey, Calif.

"FARALLON BRAND"

Fillet Sole

We Operate Our Own
TRAWLERS

Careful attention given all
orders regardless of
quantity

STANDARD FISHERIES

Foot of Leavenworth Street, San Francisco, Calif. P. O. Box 2232

Branches: Eureka, Pittsburg,
Santa Cruz, Monterey

SAN PEDRO FISH SHIPPERS

Vincent Di Meglio Annie Di Meglio
Jack Cuomo

Ocean Fish Company

Established 1897

DISTRIBUTORS
ALL KINDS FRESH, SALTED, SMOKED
AND FISH SPECIALTIES

Standing Orders Given Special Attention

Wire for our Quotations

Telephones: Market 229 Residence, 1596
MUNICIPAL FISH WHARF, San Pedro, Cal.

FRANK SUTTORA FISH CO.

Wholesale Shippers
Now Shipping Smelt
Telephone 269 or 134
NEWPORT BEACH, CALIF.

J. P. HORMAN FISH CO.

WHOLESALE
Smelts Now in Season
Telephone 350-W
NEWPORT BEACH, CALIF.

GIOSUE DI MASSA, Mgr.

Los Angeles Fish & Oyster Co.

Wholesale Shippers
of all kinds
FISH AND SEA FOODS

Telephone 5200
MUNICIPAL FISH WHARF, San Pedro, Cal.

John
Ivancich
Manager



*We ship standing orders all over Texas,
California, Arizona, Nevada, New Mexico,
Etc.*

NOTE: We are large buyers of all kinds of Fresh
Fish and Specialties. Please quote us on volume.

Producers, Packers and Shippers of all kinds of
FRESH, SALTED AND SMOKED FISH,
LOBSTERS, OYSTERS, CRABS

STANDARD FISHERIES COMPANY

Established 1897

Phone San Pedro 5

Municipal Fish Wharf, San Pedro

G. MINEGHINO, Mgr. Established 1910

INDEPENDENT FISH CO.

Wholesale Distributors of All Kinds
WEST COAST FISH

Phone 474 and 475
MUNICIPAL FISH WHARF, San Pedro, Cal.

Cable Address: "Mutual", Bentley's Complete Phrase

Mutual Fish Company

MUNICIPAL FISH WHARF

San Pedro, Calif.

WHOLESALE
FRESH FISH DEALERS

IMPORT—EXPORT ALL KINDS OF MARINE PRODUCTS

Packers of
"Pampco" Brand Tempura Fish Cake

George T. Ota, Manager

Telegraph "Mutual" for your fish requirements

Pioneer Fisheries

Wholesalers of all kinds of
FRESH FISH, PERCH, KINGFISH, SMELTS,
MACKEREL, LOBSTERS, ETC.

Standing Order Specialists

MUNICIPAL FISH WHARF
Telephone 1474 San Pedro, Calif.

*This division of FRESH FISH SECTION
describes production and sale of fresh fish
products in Southern California*

SO. CALIFORNIA

Oysters From Mexico

MEXICAN OYSTERS in considerable quantity reached American markets on February 1 when the fishing boat "Delta" arrived in San Diego with decks piled high with shellfish cargo. Robert B. ("Bob") Hoffman and Robert ("Bob") Norton were the two principals in the enterprise, it having been their part to renew a trade that has suffered long discontinuance and neglect.

About three and a half tons of oysters were unloaded at the conclusion of "Delta's" first trip, all of this quantity being wild natives, harvested from natural beds. The entire fare was taken from one small area in the bay at San Quintín, where they were procurable with small expenditure of effort and in great quantity.

Coburn F. Maddox, Commercial Fisheries deputy at San Diego, inspected the shellfish at the time the "Delta" arrived in port. They were found to be in generally good condition, there being some variance, however, in the fatness of the animals owing to the fact that on the wild beds they grow in dense clusters and often are too crowded to attain maximum size.

After the cargo had been discharged it was spread on shoals in San Diego bay and held there pending inspection by officers of the State Board of Health. These passed upon the condition of the mollusks, and thereafter opening and marketing of the stock commenced. Several side-knives were employed, and these found excellent accommodations in the large building of San Diego Lobster Producers' Association, where work benches, sinks and flowing water were available.

Oysters are everywhere present along the Baja California shore. Every bay and estero has virgin beds of greater or less extent. Ten years ago, when fishing craft entered San Quintín with much greater frequency than now, it was a regular practice for crews to gather up a skiff-full at low tide. This was simply done, for the ebb left great masses of them exposed upon the flats. Louis Camillo, lobsterman, recounts that abreast of the almost abandoned settlement of San Quintín a large bed still exists. In his judgment the area may prove as extensive as a mile square. It is presumed that Hoffman and Norton gathered their load from this old-time source of soups and chowders upon which every tunacoast fisherman has levied.

Considerable interest has been awakened along the San Diego waterfront by the new experiment, for practically every boatman has his own ideas about where to go to get oysters, should there be in large amounts. It is well known that quantities of the bivalve are available in Magdalena Bay, where they can be picked from off the roots of mangroves at low tide. All along the shore large kitchen middens of vanished Indian tribes attest to the reliance placed upon this marine food by unrecorded aboriginal dwellers in the peninsula.

Both Hoffman and Norton hail from Monterey, where they returned temporarily after making port with their experimental cargo. Hoffman was somewhat delayed through the circumstance that while aboard ship he accidentally shot himself through the fleshy part of his forearm when a sporting rifle which he was handling fell upon the deck, and was discharged by the impact. Norton, the partner, is famous to many a sports reader from the fact that he was a celebrated university athlete, and was honored by selection as all-American end from the Berkeley football team.

San Diego market men state that the recent arrival of San Quintín oysters is the first such in about eight years. Long ago, when prices were higher, some exploitation of Mexican beds took place. It is wondered whether, in view of the heavy production of American-grown oysters from Washington, Oregon and California beds, the foreign product can be produced sufficiently cheaply to permit of the continuance of the business on a profitable basis.

MATT ZOVICH, Blaz Vitalich and Nick Ursich are stockholders in the newly-incorporated San Pedro Fish Co., Ltd., replacing the firm of the same name which for some time has occupied quarters on San Pedro's municipal fresh fish wharf. One thousand shares of stock have been issued. Zovich and Vitalich were partners in the old concern, while Ursich is employed by Halfhill Packing Corp., Ltd., Long Beach.

PRINCE RUPERT and Juneau fishermen did not follow the methods used by halibutermen from other ports at the beginning of the season. Instead of dividing their ships into two parts only one of which made the first trip, all members of the fleet were at liberty to sail when they chose.

TOTAL HOLDINGS of frozen fish in the United States on February 15 amounted to 50,660,850 pounds, as compared with 56,560,040 pounds on the same date in 1931, a decrease of almost six million pounds. Approximately 3,150,000 pounds was frozen between January 15 and February 15. Fish stocks on hand on January 15 were 63,996,979 pounds. Total movement of fish during the period therefore amounted to 16,486,180 pounds.

More mackerel was in frozen storage on February 15 than any other species, the total being more than 6,500,000 pounds. Considerable quantities of had-dock filets, halibut, whiting, herring, silver salmon, "smelt" or eulachon, and shellfish also are stored.

A report from Canada shows that its refrigerated warehouses held in storage on February 1, 2,091,532 pounds of halibut, 592,267 pounds of mackerel, 3,119,269 pounds of salmon and 7,239,257 pounds of other varieties of seafoods.

SMELT RUN IN ESTEROS BAY

SILVER SMELT in hundreds of tons invaded San Diego Bay on the morning of February 3. Seagulls and pelicans falling out of the air in mad orgies of pell-mell diving attracted first attention to the multitudinous invasion, and not long thereafter the school rose to the very surface of the water, and stayed there, sparkling around, during several hours, onslaughts of bird and man notwithstanding.

Mrs. Gladys Storm, secretary of Campbell Machine Works, relates that she walked down to the foot of the marine railways to view the spectacle of so much fish, and while there could see that the school extended in a dark shed as far as the channel buoy, half a mile away. The smelt seemed insensible to the dangers that surrounded them, and rushed about crazily in the water, many of them shooting out upon the sands of the beach, where people came and gathered them up in buckets and cans. Within an hour all the gulls and pelicans on the estero had glutted themselves to a degree which prohibited flight, so they swam soberly and sat together in stupid hundreds, awaiting the dissolution of their gorging through the action of digestive processes.

It happened that the school came and went without being discovered by fishermen having suitable nets with which to capture it. Tunamen and rock-codders who saw the smelt declared that a fortune was escaping them right there, but no-one had a smelt net handy nor floating equipment with which to work.

Two Portuguese ran to the bait-tanks of a moored tunacruiser, snatched up the small brailer used by the chummer (a rather flat dip-net, looking almost like a tennis-racket) and with this implement embarked in a skiff that was tied to the Campbell wharf. Rowing out into the school the two set about their fishing, and in a few minutes had tossed into the skiff all the smelt that it safely could carry.

"I believe that half the Portuguese families of Roseville and La Playa had a big dinner of fried smelt that night," says Manuel Madruga, naval architect. "They certainly were excellent fish, and so fat and fresh that the per capita consumption was what you might call excessive."

The smelt disappeared as quickly and as completely as they came. It is supposed by the fishermen that the school entered the estero for purposes of spawning. For a week after the occurrence, old-timers stood around telling about similar happenings that took place almost every spring in the days when enormous sewers and manufacturing plants were not here to dump thousands of tons of poisonous filth, oil and chemicals into the then pure waters of our harbors.

MONTEREY'S ABALONE season opened on March 15, and operators of approximately a dozen fishing vessels of the port were busy during the early part of the month painting their boats, preparing gear and in other ways making ready for diving. As in past years, practically all of the fishermen will be Japanese.

LOS ANGELES FISH SHIPPERS

MAX FREEMAN, President

Phone TUCKER 1160, 1168, 1169

Superior Sea Food Co., Ltd.

632-634 CERES AVE., LOS ANGELES, CAL.

Wholesale Purveyors of
SEA PRODUCTS

To Institutions, Hotels and Restaurants

Always in the Market for Specialties

HARBOR FISH COMPANY

Wholesale Dealers

Fresh, Salted, Smoked and Canned Sea
Foods. All varieties of Shell Fish
and Specialties.

PRODUCERS, TAKE NOTE:—Quote us on
all kinds Fresh Fish and Specialties.

631-633 CENTRAL AVE.

LOS ANGELES, CALIFORNIA

Phones TR 6259, TR 6250

Wreden Packing & Provision Co.

*Extensive Dealers in Fish, Meat
and Poultry in Los Angeles
for the past 30 years.*

PRODUCERS AND SHIPPERS KINDLY
QUOTE DIRECT

Main Plant and Offices:

129 SOUTH MAIN STREET

Phone MUTual 4351 Los Angeles, Calif.

M. H. ISENBERG

Formerly Zaiser Produce Co.

Wholesale Fish Dealers
Specializing in Fresh Water Fish

We are the oldest firm in Los Angeles
handling the
Fresh Water Fish Trade

Telephone WEStmore 5705 Los Angeles

1812 South Central Avenue

LOS ANGELES, CALIFORNIA

Super-Quality

SEAFOOD



CENTRAL FISH & OYSTER CO.

PRODUCERS, TAKE NOTICE

We buy all kinds of Fish, especially Carp,
Black Cod, Mullet, White Fish, Rock Cod,
Halibut, Salmon and Specialties.

Telephone VANDike 3740

1012-14 S. Central Ave., Los Angeles, Calif.

YOUNG'S MARKET COMPANY

Wholesale Fish Division, Los Angeles

ATTENTION, PRODUCERS: QUOTE US
FRESH FISH AND SPECIALTIES

410 TOWNE AVE., LOS ANGELES, CALIF.

Phone MADison 1451

Phone VAndike 2084

The Los Angeles Fish and Oyster Co.

739 Kohler St., Los Angeles

Distributors of

Willapoint OYSTERS

also

Alaskan "Frigidzone" Shrimp Meat
"San Juan" Kipperd Salmon
"San Juan" Boneless Codfish

**WILLAPOINT
DISTRIBUTORS, LTD.**

2327 Southwest

Los Angeles
Phone PLeasant 3106

CLAIRE SMALL JOINS STAR FISHERIES

STAR FISHERIES of San Pedro gained a new member to its partnership when Claire M. Small, formerly head of Van Camp Organizations, Ltd., recently became an equal owner in the firm. The wholesale fresh fish concern previously was the property of a two-member partnership composed of Peter Kuglis and Vincent Petrasich, the arrangement having been that while Kuglis managed the San Pedro market, Petrasich took charge of the branch market in San Diego. It is understood that proprietorship in the San Diego house still reposes exclusively with Kuglis and Petrasich, but that these two men share an equal one-third equity in the San Pedro business with their newly-acquired associate.

Small's acquisition by the Star concern naturally is of much consequence to it, since he has many friends in the trade at Los Angeles and in other southwest cities, and will contribute to the volume of sales made by the energetic house of which he is now a principal.

LOBSTER CARGO STOLEN

HALF A TON of live lobsters was high-jacked from the tender-boat "La Paloma" on a night during late February, according to complaints made by Capt. Martin Nizetich, master and owner, who resides at 347 W. 17th St., San Pedro. According to the captain he arrived with more than half a ton of live "bugs" at San Pedro, but the day being too late to unload at the wholesale markets, he put the crates overboard in usual fashion, attaching each "receiver" to a long mooring-line which was paid out over the stern. In this way the floating receivers extended away behind the boat in a long kelp-like tail, where they were to be left until morning.

But during the night the rope and receivers disappeared, and were not seen again. Police were appealed to, and a search instituted. Near Point Fermin a number of empty receivers were found on the beach, and there was rumor that a loaded truck had been seen leaving the locality during the night, but confirmation of these stories still is wanting.

Following a fruitless hunt, and much questioning of seaside folk who might be able to give clues to what became of the missing fare, Captain Nizetich returned to sea and once more commenced usual lobster-tendering operations.

LUBY OPENS BROKERAGE

HOWARD LUBY, long identified as traveling representative for Sebastian-Stuart Fish Company of Seattle, opened

a fish brokerage office in Los Angeles about March 1 and commenced energetic distribution of the products of the firms whose products he dispenses. Located at 606 East 4th Street, the Howard Luby Company is close to the commercial center of the city proximate to the various markets which handle fishery goods.

Geo. F. Naylor, formerly active as an independent, has joined the Luby staff and is renewing old contacts. The company handles Seattle halibut and salmon, Oregon fresh fish, flatfish and other sorts produced by Western-California Fish Company and Standard Fisheries of San Francisco, and distributes San Diego lobsters. Salt fish, dried fish, pickled fish and all related products are dealt in, as well as Texas shrimp, northern crabs and all like delicacies.

"Phone number is 'Mutual 5998,'" says Luby. "We have a thoroughly complete line—including Sebastian-Stuart halibut and salmon, the same as always!"

MANUEL MADRUGA, SR., and Rosalina Madruga, who reside at Columbia and "A" Streets, San Diego, celebrated their golden wedding anniversary on February 6. Their children, relatives and friends convened at the Madruga home to congratulate them, and the talk of olden times continued far into the night.

Manuel Madruga is declared to be the first Portuguese fisherman to settle at La Playa, on Point Loma. He arrived there in 1884, coming down from San Francisco aboard the old side-wheel steamer "Orizaba", which in those pre-

railroad days was the only means of reaching the port. With him he brought the little "Alabama", a 23x7-foot one-masted fishing boat of Columbia River type, which he had purchased second-hand in Stockton. In this open vessel he sailed to sea to catch salting stocks off Point Loma head, but after being capsized in a winter blow he decked the "Alabama" over.

Having no engine in his boat, and there being no wind until noon in summer, Madruga established his home just as near the scene of fishing as possible. By building a camp on the sands of La Playa (The Beach) he had not far to row, and could go in and out of harbor with the sweep of the tide. There was no other settler there, and no natural facilities for living. He had to go to the old Spanish well in Roseville for water, and conveyed this home by rolling a filled barrel along the ground.

The Madruga couple raised two sons who are well known in the southern port. Harry Madruga, partner of Louis Camillo in the lobster-transporting business, voyages along the Baja California coast in the tender, "Oceana". Manuel Madruga, Jr., is naval architect and vessel designer, and his swift tunaship models have been a principal drawing card for Campbell Machine Works, by whom he has been employed. Manuel Madruga has designed more tunacruisers than anyone else, and most of the colony of Portuguese go to him for advice in all matters pertaining to vessel lines and speed.

M. N. BLUMENTHAL

WHOLESALE FISH
BROKER

Producers Selling Agent

**Fresh and Frozen Fish,
Frog Legs, Shrimps, Crabs,
Scallops, Red Cross Brand
Oysters, Fillets**

405 STANFORD AVE.

LOS ANGELES

SALTED-DRIED PICKLED FISH

Wholesale Dealers in and Shippers of

Salted Barracuda, Yellowtail and
Jewfish. Lobster in Season—
Live and Cooked

We Specialize in Fish Fertilizer and
Fish Oil

**AMERICAN
FISHERIES COMPANY**

Established 1908

841 Harbor Street San Diego, Calif.

Purveyors to the Discriminating

American Fisheries, Inc.

NOT THE LARGEST, BUT THE BEST

Fresh, Salt or Smoked Fish

MUNICIPAL FISH WHARF, San Pedro, Calif.

"MARTHA BUEHNER"**TROUBLE SETTLED**

"MARTHA BUEHNER", floating shrimp-freezer and mother ship to Shin Shibata's fleet of beam-trawlers which operate in the Gulf of California and in the extensive esteros at Topolobampo, ran into immediate difficulties on its maiden voyage into Mexican waters. Through an oversight in making out declarations and manifests a quantity of paper shrimp-cartons were not listed as dutiable, the result being an aggravated condition of delay and much negotiating in efforts to rectify the matter. Shin Shibata went personally to Mexico City, where he undertook a settlement of the charges which had been made against his vessel. After the expenditure of considerable time and means he succeeded in obtaining a release for "Martha Buehner", and thereafter returned by train to Los Angeles.

Fishing conditions have been exceptionally bad on the Mar de Cortez ever since the commencement of the fall season. Cold north winds have chilled the region, and fishing operations of all kinds have been generally unsuccessful.

Information is lacking concerning what results have accompanied "Martha Buehner's" initial activities, but the vessel is remaining on the grounds, and more definite reports will be presented to readers of WCF when local offices of the Shin Shibata company receive positive advices in this particular.

Salmon Brokers

(Continued from Page 12)

so act when charges of violations are, in writing setting forth the names and acts of such violators and violations, placed before it. PROVIDED, that all hearings shall be held only before the entire membership of said Committee; and PROVIDED further, that in event such charges shall be filed against a member or members of the committee, such member or members so charged shall be ineligible to participate in the hearings as of the Committee and the vacancies thus made shall be filled, for the purpose of such hearing, by the remaining members of the Committee from within the membership of the Association. A majority vote of the entire committee thus constituted shall prove or disprove the sufficiency of the charges after hearing has been granted the accused. If the violation is proven, the violator shall have thirty (30) days after date of findings to prepare and present an appeal to the Association at either any regular or special meeting called for such purpose, as it may best suit the Association. Due notice of not less than five (5) days to be given appellant, at his regular place of business, of the date on which the appeal will be heard, and place thereof. If said violation is found proven and the same on appeal upheld by a two-thirds ($\frac{2}{3}$) majority vote of the members present, the penalty shall be immediate forfeiture of membership in the Association of the violator or violators, and of all rights that may have accrued during membership. All proceedings involving violations of the rules shall be published to the Association. And where a delinquent member has a contract with a packer using the Association form of sales contract, the Association shall notify such packer that said member has been dropped from membership in the Association so that the packer may exercise his option, as set forth in the contract, of cancelling same.

Fishery Leaders

(Continued from Page 16)

United States, so quit work on a Saturday and bought a ticket for New York on Monday. Arrived at Manhattan, he took train for San Francisco, and soon thereafter became employed on a bridge-gang which then was building Harriman's "Cut-Off" across Great Salt Lake, in Utah. At the end of that job he went to Seattle, and then to Vancouver where were relatives. He found employment in a local shipyard which busied itself with building tugboats, tenders, fishing craft and yachts. He remained 16 years.

While on a vacation trip to Tacoma in 1916, Americans offered Rados \$20 a day for his services as experienced shipwright if he would join the crew of the Seaborn yard. He accepted the offer, but a few months afterward his family was stricken with the epidemic of influenza, so he returned to Canada.

In 1920 Romolo Rados decided to follow the purse-fleet south, so moved to California. At Fish Harbor, port of San Pedro, he purchased a site then being used by a group of Japanese which had set up a make-shift yard, and founded the Harbor Boat Building Company. His oldest son, John L. Rados, was then 25 years old and already a competent and experienced vessel builder. John had served apprenticeship and had been 12 years with Vancouver Shipyard; during the World War he was loftman, draughtsman and lay-out man for the Western Canada yard which built six freighters for the French government during that period.

Father and son planned and built the new institution on Fish Harbor, and immediately commenced handling a large volume of business. Yachtsmen were the first to come to them, but soon fishing people did likewise. "Gloria R.", purse-seiner, was the first fishboat made, but it was succeeded in rapid succession by a long list of others. During all this sequence of new hulls, improvements and innovations from unimaginative, previous practice were applied, purse-boat design being elevated until an acme of practical excellence was achieved in the instance of "Sea Ranger". At the same time that this was happening, attention of yachtsmen was attracted to the yard, which became deservedly renowned for its heavy construction of able, sea-going pleasure-craft. Harbor Boat was among the first to recognize the suitability of diesel-type engines for yachts, and the yard was one in which many early diesels were installed.

When tunaship construction became the principle shipbuilding activity on the West Coast, the Rados yard signaled itself by quick participation in this business. It laid down the 115-foot keel of "Adventurer", the largest vessel to have been built on Fish Harbor up to that time, and a ship that subsequently won fame as one of the best money-makers in all the tuna fleet. Highest achievement was reached when the 125-foot "Olympic" was built, this being the last big vessel to be launched in the port.

Fire destroyed a considerable part of the plant during 1930. Ways, paint-shop, pattern-rooms, pulling rigs and bandsaws were destroyed, so that work was temporarily interrupted. But reconstruction was undertaken immediately, and at the same time that new structures were erected, the size of the yard was doubled.

Additional ground was obtained, and facilities provided for multiplying the amount of work that could be accomplished. "Olympic" was built after these enlargements had been made.

Romolo Rados, founder of the Harbor Boat firm, now has retired from active participation in the business. Having brought to a successful stage of development the enterprise which he established in 1920, he has withdrawn to the quiet enjoyment of his mature years. John L. Rados, president of the yard, carries on the affairs of the firm, his managerial function being assisted by John L. Hamilton (secretary), Michael Rados (superintendent), James Rados and Alfred Rados. Thus it is that shipbuilding—the traditional Rados pursuit during unremembered generations—continues as the family business, the scene of the activity merely having been changed by Romolo Rados from Lussin Piccolo, Province of Istria, Kingdom of Austria, to the new address at Fish Harbor, Terminal Island, California.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, OF THE WEST COAST FISHERIES, PUBLISHED MONTHLY FROM FEBRUARY TO DECEMBER AND SEMI-MONTHLY IN JANUARY AT SAN PEDRO, CALIFORNIA, FOR APRIL 1, 1932.

State of California,

County of Los Angeles, ss.:

Before me, a notary public, in and for the state and county aforesaid, personally appeared M. W. Eley, who, having been duly sworn according to law, deposes and says that he is the publisher of WEST COAST FISHERIES and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse side of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business manager are:

Publisher, Macon W. Eley, San Pedro, Calif.; editor, Geo. Roger Chute, San Pedro, Calif.; managing editor, Elverton B. Stark, San Pedro, Calif.; manager, F. V. Perrin, San Pedro, Calif.

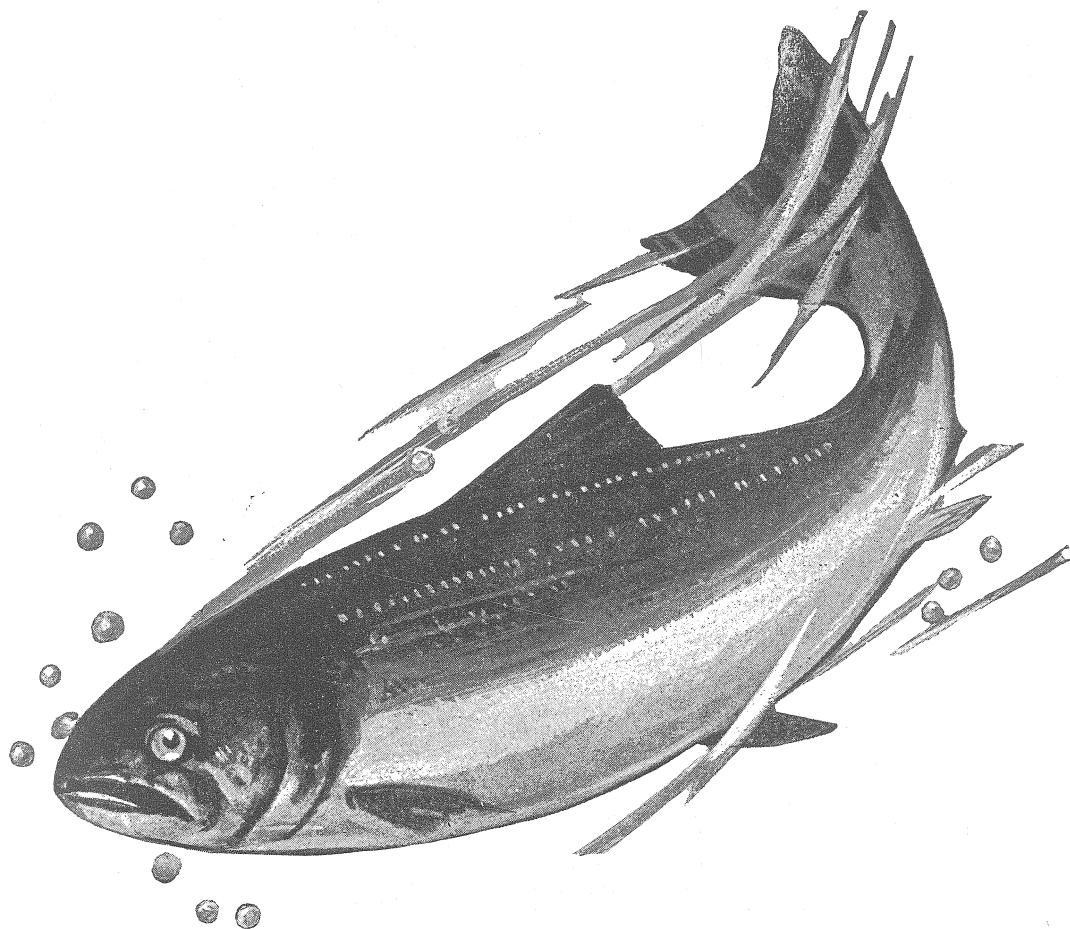
2. That the owner is American Trade Journals, Inc., M. W. Eley and Geo. Roger Chute, stockholders.

3. That the known bondholders, mortgagees, etc., are none.

4. That the two paragraphs, next above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders, as they appear upon the books of the company but also in cases where the stockholder or security holder appears upon the books of the company as trustees or in any other fiduciary relation, the name of the person or corporation for which such trustee is acting is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and condition under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has not reason to believe that any other person, association or corporation has any interest direct or indirect in the said stock, bonds or other securities, that are so stated by him.

M. W. ELEY, Publisher.
Sworn to and subscribed before me this fifth day of March, 1932. (My commission expires March 20, 1935.)

A. J. MUSANTE



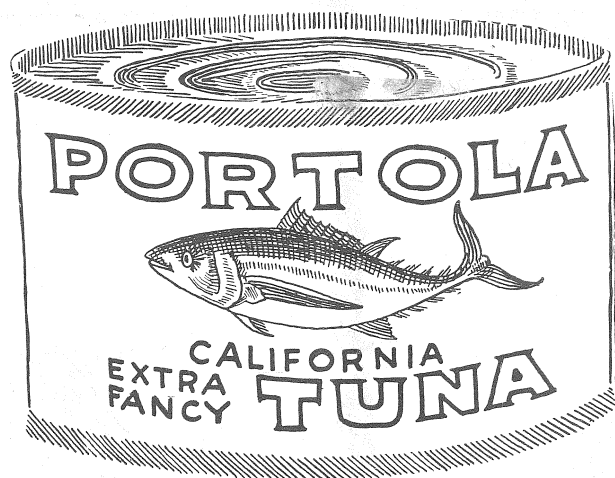
Fresh
and
Frozen
HALIBUT *and* SALMON

**MILD
CURED
and
CANNED
SALMON**

There is satisfaction in knowing that the frozen fish you receive has been so handled at its production source as to guarantee it being classed only as "Prime Quality."

That is the outstanding feature of Sebastian-Stuart Halibut and Salmon that has held the same distributors for years. Are you enjoying this advantage? Wire or write for quotations.

SEBASTIAN-STUART FISH CO.
SEATTLE, U. S. A.



Another Triumph for PORTOLA TUNA

LAST month we had the pleasure of announcing in WCF the fact that PORTOLA "Steam-Grilled" Sardines had been approved by the American Medical Association Committee on Foods, and authority extended to use the association seal on labels.

We now announce that this honor has likewise been conferred on PORTOLA Tuna—another triumph for this superior quality seafood.

There are many obvious advantages in handling merchandise so recognized for purity, high quality and general excellence. Are *you* enjoying these advantages? Write or wire today for more detailed information.

San Diego

K. HOVDEN CO.

MONTEREY

Decoto